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# The Hongkong Telegraph.

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SATURDAY, AUGUST 24, 1929.

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## BRITAIN REJECTS NEW OFFER.

### THE HAGUE DEADLOCK CONTINUES.

### MR. SNOWDEN NOT KEEN ON GERMAN CONCESSION.

#### STARTING AFRESH.

The Hague, Aug. 23.  
While it was generally felt that the German delegates would refuse to accept the request of the four creditor Powers, other than Britain, that they should sacrifice their share of the surplus, the decisive step has been taken by Mr. Philip Snowden, who has refused to accept the new proposals. It was believed that Mr. Snowden might give consideration to the offer, which was said to represent 75 per cent. of the British demands, but in the course of a brief conversation with M. Jaspard, the Belgian Premier, Mr. Snowden stated that the latest proposals of the four Powers were quite unsatisfactory.

#### Nothing Definite.

He explained his attitude by pointing out that they contained nothing definite with regard to annuities or to deliveries in kind. The deadlock continues. It is understood that the four Powers and Germany may meet to-night in a final effort to bring forward a plan acceptable to Mr. Snowden. The meeting of the six Powers which was to have been held this afternoon is being held instead to-morrow.

Following the rejection by the British Chancellor of the Exchequer of the proposals submitted by the other creditor Powers, the latter's representatives told the German delegates that if Germany would renounce her claim to a share in the Marks 300,000,000 left by the overvaluation of the Young and Dawes Plans, and agree to the increase of the unconditional annuities in return for a corresponding decrease in the conditional annuities, the conference would be saved.

#### Talk With Mr. Snowden.

Herr Helfferding and Herr Curtius after this talk paid a visit to Mr. Snowden and explained the position. They said that they saw no reason why Germany should make further sacrifices beyond the Young Plan to benefit the four creditor Powers, but the Germans were willing to make concessions which would not increase Germany's financial burdens beyond the Young Plan in return for political concessions. One of the concessions they asked for was a definite promise from France of speedy evacuation of the Rhineland.

#### Not From Germany.

Mr. Snowden's reply is unknown, but it is believed in British circles that he will insist upon the principle that the concessions to be made must come from the four creditor Powers and not from Germany.

The delegates at the Conference were this evening the guests of the Queen of Holland at a banquet given at the Palace.

All the delegates were presented to the Queen and Prince Henry at a reception prior to the banquet. The Dutch Foreign Minister, Jonkheer Van Bieckland, was among those present.—Reuter.

#### Italy Ready.

The Hague, Aug. 23.  
It is reported that Italy is prepared to make certain concessions. Dr. Stresemann has summoned to the Hague the leaders of the principal parties, to obtain their opinion on the proposed additional German concessions.—Reuter.

#### FAIR GENERALLY.

The weather forecast up till noon to-morrow is:—East or variable winds; fair generally.

## KOWLOON TONG ESTATE.

### GOVERNMENT DECIDES TO RESUME POSSESSION.

#### SOME LOTS EXCEPTED.

The Government Gazette to-day contains an important announcement in regard to the Kowloon Tong Estate, this being to the effect that the Government is resuming possession of the property, with certain exceptions. The notification, which is issued from the Land Registry Office, is in the following terms:—  
"It is hereby notified for general information that a Memorial of Re-entry by the Crown has been registered according to law on the area known as the Kowloon Tong Estate and referred to in the Agreement of the 26th October, 1922, made between His Majesty the King of the one part and the Kowloon Tong and New Territories Development Company Limited of the other part, less any Lots or portions of such property in respect of which Crown leases have already been granted and less any Lots or portions of such property in respect of which agreements referred to in the said Agreement of the 26th October, 1922, have been carried out, but including any Lots or portions of such property in respect of which there are now subsisting agreements referred to as aforesaid."

This decision is of interest in view of statements made in the Legislative Council on July 25th, in reply to questions by the Hon. Mr. J. P. Braga, regarding the indebtedness of the Kowloon Tong and New Territories Co., Ltd., to the Government. It was then stated that only the first payment of a quarter of the premium (\$106,149.78) for Crown land leased to the Company had been paid, and that a sum of \$315,827.22 was outstanding. It was added that the Colonial Treasurer had applied for payment on several occasions, but had received a reply stating that the Company was not at present in a position to pay the premium.

### FIRE ABOARD H.M.S. MOTH.

#### OUTBREAK SOON UNDER CONTROL.

A quantity of cotton waste caught fire in the engine room of H.M.S. Moth, lying in the Basin at the Navy Yard early this morning, and caused a fire which might have risen to serious proportions.

Fortunately, however, prompt measures quickly subdued the blaze, without the necessity of summoning fire fighting apparatus.

Big clouds of smoke rising from the engine room gave the impression that the blaze was bigger than it actually was, but no damage was caused.

### SERIOUS FIGHTING IN JERUSALEM.

#### ARABS AND JEWS IN FATAL CLASH.

Jerusalem, Aug. 23.  
Strained relations are reported between Arabs and Jews arising from the recent incidents at the so-called "Wailing Wall," where Jews worship.

There was fighting lasting two hours in the streets, in which nine Jews and six Arabs were killed, and 107 wounded.

All the shops are closed, and the whole Police Force has been called out, as have also armoured cars.—Reuter.

### THE GRAF ZEPPELIN.

#### WELL OUT INTO THE PACIFIC.

Tokyo, Aug. 24.  
The Zeppelin wireless at ten o'clock last night that she was in Lat. 25.40 N. Long. 147.40 E.

Later.  
The Zeppelin wireless at 10.00 (G.M.T.) that she had reached a position in Lat. 35° North, Long. 151 East.

The latest position places well out into the Pacific, about four hundred miles of her 4,000 miles trip across having been covered.—Reuter.

## ITALIAN "SECRET" PLANE SMASH.

### FAMOUS PILOT KILLED DURING TEST.

### SECOND SCHNEIDER TROPHY ENTRY TO CRASH.

#### NO TRACE OF WRECK.

Rome, Aug. 23.  
A terrible tragedy, the death of one of Italy's most famous racing pilots, and the loss of another of Italy's Schneider Cup seaplanes occurred over the Lago di Garda to-day.

Captain Giuseppe Motta, a member of the Italian Schneider Trophy team, was testing the Macchi seaplane, in which the Italian Air Ministry had the greatest confidence, when he crashed into the lake near Desenzano, and was drowned or killed.

Captain Motta was one of the most brilliant pilots in Italy.

#### Terrific Crash.

He had been testing the "hush-hush" seaplane for a few minutes only when from a height of a few hundred feet, he dived at terrific velocity and hit the surface of the Lago di Garda.

The machine and the pilot disappeared entirely without trace. One theory of the disaster is that Captain Motta was overcome by the fumes from the engine, and

### SHANGHAI ROULETTE JUDGMENT.

#### British Editor Summoned for Contempt.

### MR. LOCKHART IN TROUBLE.

Shanghai, Aug. 24.  
Mr. W. Bruce Lockhart, the editor of the weekly publication, *The Standard*, which recently made a scathing attack on the Provisional Court judgment in the Garin roulette case, has been summoned at the British Supreme Court on a charge of contempt of Court.

The charge is based on an Order-in-Council providing that British publishers offending the Courts of friendly nations are liable to be summoned on contempt charges in the British Court.—Our Own Correspondent.

was rendered unconscious. It will be recalled that this is what was reported to have happened to Lieutenant Williams, the famous American pilot, during a test of the Mercury Racer in the United States. He was unconscious for five minutes but fortunately his plane had not taken off the water and the pilot had switched off before he was overcome.

#### Postponement Impossible.

It is understood that the Italian team has requested a few days postponement of the Schneider Trophy Race, which is to be contested at Southampton Water on September 7th, in order that new machines can be got ready in time.

Later.  
Following several hours meeting of the Schneider Trophy Committee, it was officially stated that the Italian Air Attache in London had been informed that the rules of the International Aeronautical Federation did not permit of a postponement of the Schneider Trophy contest once all the entries had been received.

#### Second Smash.

The race will, therefore, go on. It is supposed that the Italians will not withdraw, though this is the second of their planes which they have lost within five days.

In the previous wreck, the pilot had a marvellous escape from death.

The smash occurred over Lago di Garda on Sunday. The pilot

## SPLENDID BRITISH VICTORY.

### MRS. WATSON IN AMERICAN TENNIS FINAL.

#### BEATS MISS JACOBS.

New York, Aug. 23.

Mrs. Watson, one of the British Wightman Cup team, to-day qualified to meet Miss Helen Wills in the final of the American women's tennis championship, as the result of a sensational victory over Miss Helen Jacobs, America's second best woman player.

Mrs. Watson played magnificently, the match being the most thrilling seen in the tournament. She walked through Miss Jacob's defence to win the first set at 6-1, the second, but came back with a brilliant finish to win the match.

Her success was most unexpected in view of Wimbledon form. Mrs. Watson was beaten 6-4, 6-1, by Miss Joan Fry in the third round, while Miss Fry succumbed to Miss Jacobs in the fourth round.

Mrs. Mallory, Betty Nuthall's conqueror, was no match for Miss Wills in the other semi-final, and failed to get a game. Miss Wills has conceded only two games throughout the tournament to date.

The semi-final results were: Miss Helen Wills (U.S.A.) beat Mrs. Mallory (U.S.A.), 6-0, 6-0. Mrs. Watson (Britain) beat Miss Jacobs (U.S.), 6-1, 6-6, 6-4.—Reuter's American Service.

### AMERICAN STOCKS ADVANCE.

#### MANY NEW HIGH RECORDS IN NEW YORK.

New York, Aug. 23.  
A plentiful supply of call money at 7 per cent., and also optimistic industrial credit reports, are responsible for a bullish outburst on the Stock Exchange here.

Many new high records have been established, the gains ranging from a fraction to over 15 points.

All issues have participated in the advance, and the feature of the day has been a rise in United States Steel stock by ten points to a new record of 260.

Tremendous blocks of Standard Oil (New York) stock have changed hands, one being of 50,000 shares.—Reuter's American Correspondent.

### TERRIBLE TRAGEDY IN JUGO-SLAVIA.

#### PART OF TOWN SUDDENLY FLOODED.

Belgrade, Aug. 23.  
A terrible tragedy has occurred at Skopje, in the southern region of Jugo-Slavia, following the unexpected flooding of rivers in the vicinity.

Torrential rains over the area caused certain tributaries of the River Vardar to burst their banks, overwhelming the working class quarters of the town. Fifty persons, at least, consisting mostly of aged persons and children, have been drowned.

The police gave the alarm by firing revolvers into the air, enabling the others to escape.—Reuter.

was up in one of the latest Italian seaplanes, of the entries for the race, and was demonstrating its possibilities in the presence of General Balbo, the Under Secretary for Aeronautics, when the plane suddenly nose-dived and crashed into the Lago di Garda.

#### Lucky Escape.

The disastrous swoop occurred while the machine was travelling at a high speed about fifty feet above the surface of the water. It plunged deeply and sank in approximately fifty fathoms of water.

The pilot, Sergeant-Major Ajello, a member of the Italian Schneider Trophy team, managed to extricate himself from the wreckage and he was picked up by a motor-boat, unhurt.—Reuter.

## ABERDEEN FLEET NOT TRACED.

### STILL NO NEWS OF FISHERMEN.

### CANTON GETS FORTUNATE ESCAPE.

#### SIGNAL QUESTION.

On enquiries this morning, we were informed that no news has yet been received of the Aberdeen fishing fleet, the majority of which were away from port when the typhoon came on Thursday.

During yesterday, two or three boats returned, showing signs of having been much knocked about by the storm, but they were craft which were fishing on their own, and had had no news of the main body of the fleet.

The fishing fleet of Shauiwan appears to be intact. The greater number were sheltering in Shauiwan inlet during the blow, and as no reports have been received concerning the others, it is presumed that these are safe.

A lighter and two junks, which were previously reported as having parted company with the launch Taisang while being towed down from Canton during the typhoon, are now stated to be safe with their full crews. A report to this effect has been received by the police.

#### Stonecutters' Damage.

We learn this morning that the typhoon caused a considerable amount of damage at Stonecutters Island.

During the height of the storm, the roofs of the officers' mess and married quarters at Stonecutters, south, were completely blown off as a result of which the furniture and other contents of the buildings were badly damaged. Insurance on the property had not been effected.

#### Canton Escapes.

Canton, Aug. 23.  
The typhoon which struck Hongkong yesterday was hardly felt at all here in Canton. The typhoon signal went up about 10 a.m. and the Harbour Office notified that a typhoon, travelling north-west, was actually within 30 miles of Lat. 22 N. and Long. 115 E.

The gunboats and all shipping in port stripped awnings, and all the junks, sampans and small craft took shelter in the various creeks. The wind rose steadily throughout the afternoon and blew with full force from about 4 p.m. till 8 p.m., accompanied by several heavy rain showers.

During the night, the wind decreased slowly in strength until it was comparatively calm this morning. The typhoon signals were taken down about 24 hours after going up.

So far, no damage whatsoever has been heard of.—Our Own Correspondent.

#### Observatory Explanation.

There will, we think, be general agreement that during Thursday's typhoon the various warning signals were displayed by the Royal Observatory with commendable promptitude and discretion.

Attention has, however, been drawn to the fact that the No. 6 Signal, denoting that the gale was expected to increase, was not hoisted, and a correspondent writes to the S.C.M. Post this morning to ask why.

With a view to getting the matter cleared up, a Telegraph representative approached Mr. C. W. Jeffries, the acting Director of the Observatory, this morning, and he made the following statement on the subject:

"It seems to be believed that during the passage of a typhoon, the different local signals must be hoisted in a certain order, and that the omission of any one of them means negligence. This is not so, as the Signal Code is devised to enable the Director to give warnings to the Colony at his discretion, and according to the circumstances of the case."

"The hoisting of the original black signal is not strictly justified until gale force has been reached at the Observatory. In this case, the black signal was hoisted at 10.50 p.m. on Wednesday, and gale force was reached at the Observatory on Thursday (Continued on Page 7.)

## Bulls and Inners

### From the Office Butts.

What's the use of being a Wongs-chong squatter if you're not allowed to squat?

"Lossiemouth Talk," says newspaper heading. Judging by the intense secrecy, it seems to have been more like a whisper.

What about an overflow thanks-giving meeting when Tatum Tuk does the trick?

"There's a catch in it," as the Chinese angler said when fished for selling fish direct from the waterfront.

Now that Nanking has imposed a mail censorship, all red letters will be read.

Thus the *China Mail*:—"Motherwell, who lost on the previous Saturday on their own ground to Rangers, did well to effect a draw with Motherwell on the latter's ground." Seems to have been a regular family party.

You can put a man on the water Emergency Committee, but you can't make him think.

Looks as if the Young plan will be pretty old by the time they've finished discussing it.

A ten-cent place may not be as good as a dollar, but it goes to church oftener.

One thing about a good bank balance, it helps to keep a fellow straight.

[It has been announced that a free flight will be awarded to the Sun is off the rocks. Some of our successful designer of a crest for the Flying Club.]

Our flying club just needs a crest. For which there is a prize. And if perchance you send the best.

You'll soar up to the skies; And with the dicky-birds you'll float. And feel just like a bubble; Away from things which get your goat. Away from toil and trouble. But do pay heed lest you should grouse.

At joy turned into strife.—For if the prize goes to your spouse, You'll have a flighty wife!

Professional parachute jumpers make good incomes, but not all people would lower themselves to do it.

A Kowloon lady told the police she had lost her canary the other day, so they sent out the flying squad.

Jeff's no Nut!

Judging from the preliminary announcements, this troupe of sixty roosters coming to the Queen's Theatre should be something to crow about.

The *China Mail* refers to a clash between the Heimwehr (Fascists) and the Socialist Styria. Hence the social hysteria in Austria.

Only a few weeks ago there were hopes that the Colony would be visited by a "benevolent typhoon."

"Warning from the Berch," announces a *Daily Press* headline. Presumably a veiled reference to corporal punishment.

The *China Mail* in a leading article this week made reference to the Colony's "halcyon period." It is difficult to C.Y.

A picture shown this week, dealing with a romantic thief, reminds one that girls nowadays have to watch that their flapper friends don't Bagdad.

Sudden wealth may go to a man's head, but a good share of it to his wife's.

The typhoon did not fill up here, owing to the scarcity of water.

We read that business firms at Home are encouraging sport. If this sort of thing continues, when the office boy has a grandmother to bury he'll have to plead a cricket engagement to account for his absence.

Tatum Tuk is almost full. We saw a fellow in the same condition the other night, but it wasn't with water.

Looks as if a Chinese Publicity Agency is using the French monument in Kowloon as an advertising column.

Just as the Chinese situation was beginning to clear up, Renter begins unloading a lot of unpronounceable Russian names on us.

[The Water Control Office closed down last Saturday.]

At least in our baths we can revel. For we're not twixt the sea and the devil.

The Controller at last! Is a bird of the past—Now water must find its own level!

If things got much worse, we shall have to call it nuder gender. Instead of feminine.

These watch stealers, in addition to being ticked off, have been given time.

Many a man who is big in his own way is also in the way of others.

Thanks to dynamite, the Lok free flight will be awarded to the Sun is off the rocks. Some of our financially embarrassed should also be blown up.

"Tennis players as a rule are good sports," says a Home paper. Yet they're not above taking the advantage.

From the *China Mail* report of the typhoon—"Mr. Wind simply breathes on them and down they come! And he calls upon his pal, the rain, which comes along and washes them out."—And every body is very cross and it is very wet.

If the divorce habit gets much worse, we shall soon have people applying for an "occasional marriage licence."

John Drinkwater is at present on a visit to America. But after eleven years of Prohibition the corkscrew hasn't lost any of its pull.

Said the dwellers of Cheung Chau afar:

"Though our island has ne'er seen a car, 'We've the king of all ferries, 'Our elite 'prom' in berets, 'We're exclusive, and quite above par."

"But, alas, though our ferry's no dud; 'It's name may become s.s. Mud, 'For the conglomeration—'Smelly fish ... abominable! 'No wonder we're blowing the cud."

Quite a few of the newspapers have referred to the now Mrs. Babe Ruth as an actress. The fact is she is a former Follies beauty.

In America, apparently, if the worst comes to the worst, if your neighbour glares at you every time he passes, you can always get a job as a dry agent and shoot him down.

Tom Mix, indicted by a federal grand jury on a charge of withholding \$100,000 income taxes, says he "don't know much about this income tax affair." Probably he just got mixed up.

The present ruler of Afghanistan has threatened to have gossipers nailed to a wall by the ears. In future in Afghanistan only walls will have ears.



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5389	When the Cur'ain Comes Down	For. Trot.
	Russian Lullaby	"
5390	Ola! (You Ought A Hear Ola! Laff)	"
	In a Little Town Called Home Sweet Home	"
5420	I'm All A-Twitter	"
	Wanna G. Places and Do Things	"
5418	Jericho	"
	My Mother's Eyes	"

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### FOOTBALL STAND PROFITS.

#### QUESTION OF ALLOCATION BROUGHT UP.

A statement that the Hongkong Football Association had made well over \$10,000 out of a spectators' stand which was maintained by them on the ground of the Hongkong Football Club, was made by Mr. C. A. Grimes at the annual meeting of the Club yesterday evening.

The annual report which was adopted, was as follows:

130 new members joined the Club during the season, the total membership now being 422.

The outstanding event of the year under review was the opening of the new club house. The great kindness of Mr. Pryde, the hon. secretary, more than anything else, made this long considered project possible. Mr. C. B. Robertson, honorary architect, is to be congratulated on his work. The building was officially opened by The Hon. Mr. W. T. Southorn, C.M.G., Officer Administering the Government, on the 17th November, 1928.

During the year a well was sunk and an electric pump installed on the ground. These, together with a pipe line which has been laid around the playing field, have assisted greatly in keeping the ground in good order.

Your committee has, during the summer put in hand the much needed re-erecting of the pitch and it is confidently expected that the pitch will be in first-class condition for the opening of next season.

The past season showed a welcome revival in the Rugby game. Numerous matches were played against Army and Navy sides in which the Club more than held its own, though the triangular tournament was eventually won by the Navy side, after a very close struggle.

The Interport match versus Shanghai, resulted in a win for Hongkong (12: 0).

A noteworthy feature of the season also was the excellent attendance and keen interest of rugby enthusiasts in the Colony which was greatly appreciated by the players, who hope that even greater enthusiasm will be shown in the coming season.

The soccer XI had a satisfactory season but it is with regret that the committee have to report their inability to raise a 2nd XI. It is hoped that more players will be forthcoming in the ensuing season, and that the club will be in a position to field two capable teams.

#### Alterations to Rules.

Those present considered the question of making the following alterations to the Club's rules:

Rule 4 to read as follows:—"The officers of the Club shall be a President, Vice-President, chairman, hon. secretary, hon. treasurer, Captain and Vice-Captain of 'Soccer' Section and Captain and Vice-Captain of 'Rugger' Section."

Rule 5 to read as follows:—"The management of the affairs of the Club shall be vested in a General Committee consisting of the officers and six other members, three of which shall represent the 'Soccer' Section and three shall represent the 'Rugger' Section."

Rule 6 to be deleted.

That the General Committee be empowered to appoint a professional firm of accountants as auditors and to fix their remuneration notwithstanding anything in the present rules of the Club to the contrary.

Mr. J. Ralston said he was sure they would agree with him that the alterations were very much overdue. He was not exaggerating when he said that they had been considered many times during the last few years, but it was only since the new clubhouse had been built that formal reconsideration of the rules had actually come up. The proposals represented the findings of the sub-committee. They represented the point of view so far as the general committee was concerned, and therefore of the members of the club.

The reasons for the changes were fairly obvious. At present the committee must be formed of four members, in addition to office bearers, for the purposes of representing the two codes, soccer and Rugby, there being two representatives of each. It was unsatisfactory in the extreme for to be left to the annual meeting to decide on these four members. They now wished to change the rules so that they might know definitely which representatives would be appointed on a fifty-fifty basis. It was also better to have three representatives of each code instead of two. The reason for the increase was because in many ways the committee was too small to get a quorum.

Rule 9 was a small rule which would be contradicted by the new

### THE DISARMAMENT PROBLEM.

#### REFERENCES AT ELGIN CEREMONY.

London, Aug. 23.

Accompanied by his two sons and three daughters, the Prime Minister received the freedom of Elgin, in the words of the Lord Provost, "as the most noted Morayshire man in the world."

General Doves participated in the ceremony, and in a speech alluded to the naval conversations with Mr. MacDonald. He explained they must take time to reduce the problems involved to their simplest terms, which the average man would understand.

Gen. Doves mentioned Mr. MacDonald's reference to a "distinct advance" on August 20, and drew attention to Press comment that this indicated there was no progress to report. Gen. Doves emphasized that "the naval negotiations may be favourably advanced though they may not necessarily have reached the proper stage for useful discussion by the Press," and declared that technical naval differences must be reduced to the smallest compass.

"We must realise that the one unforfeitable thing now would be inadequate preparation for the proposed naval conference,"—*Reuter.*

rules and it was therefore desired to delete it.

Also, since the new clubhouse was completed, the appointment of professional treasurers had been contemplated. They wished to be empowered to do so without calling an extraordinary meeting if the incoming committee felt that such treasurers should be appointed.

#### Amendment Lost.

Mr. J. Russell said it seemed to him that with three members representing each code the committee was still too small, and suggested that two members representing the non-playing section of the Club should also be appointed.

The motion was put to the chair as to whether the committee had considered whether a committee with two additional members to the one decided upon would be unwieldy, to which Mr. Ralston replied they had considered the matter and were not in favour of a further increase.

Mr. Russell's amendment was not seconded and the resolution was carried, on the proposition of the chairman, seconded by Mr. Ralston.

Mr. R. K. Duncan then proposed other alterations to rules to read as follows:

Rule No. 7.—The general committee shall meet when necessary and seven members of the committee present at any such meeting shall form a quorum.

Rule No. 45.—An annual general meeting shall be held not later than 15th June in each year when the secretary's report and treasurer's statement of accounts and balance sheet for the previous year shall be submitted. Any other business in the interest of the Club may also be discussed.

It was explained the reason for this alteration was in order to hold the annual meeting of the club before the annual meeting of the Hongkong Football Association. Apart from the point, however, it was rather late in the year to hold the meeting as at present, as the season was quickly approaching and it was only fair to give the incoming committee time to pick a good team.

Rule 15.—Delete the word "July" in second line and substitute the word "May" in place thereof.

Rule 18.—Delete the word "captain" in third line and substitute the word "chairman" in place thereof.

It was explained that if rule 15 was altered as suggested it would result in earlier closing of accounts and would give the treasurer more time to get the books made up.

With regard to rule 16, which dealt with the intalling of bills for refreshments by the "captain," there were two captains, soccer and Rugby, and the proposer said he did not quite know what the rule meant. In any case it would perhaps be better if such bills were intalled by the chairman.

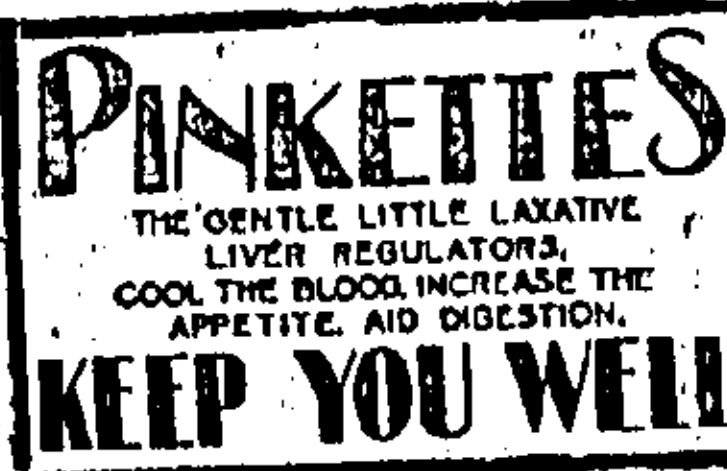
"The Quorum Question."

Mr. Ralston, speaking with regard to the first suggested alteration, said that one of the reasons for increasing the committee was in the altered reason for the increase was because in many ways the committee was too small to get a quorum.

Rule 9 was a small rule which would be contradicted by the new

### To be Happy Though Hot. A SECRET WORTH KNOWING.

The chief secret of keeping cheerful and "fit" no matter how high the temperature climbs is to take due care of the liver and intestinal tract. Used when needed, Pinkettes keep the system clean and cool, prevent liverishness, banish headaches and bilious attacks, aid the appetite and digestion. Obtainable from chemists everywhere, at 60 cents per tin.



### COTTON DISPUTE SETTLEMENT.

#### A MIXED RECEPTION.

London, Aug. 23.

The Cotton Board's award has been given a mixed reception in Lancashire.

Some employers feel that they have not received what is necessary to restore prosperity to the industry, while the operatives are frankly disappointed. As one expressed it to *Reuter*, it seemed a case of "heads I win, tails you lose." Nevertheless, the operatives will loyally adhere to their promise to abide by the findings of the court.—*Reuter.*

the increase would work out to only one. It would be contradictory to increase the quorum necessary by two. At least twice during the last season it had been found impossible to get a quorum of five at short notice on urgent business.

When the proposed alterations were put to the meeting, the first (rule 7) was lost and the remainder were carried.

The following officers were elected for the coming year. President, Mr. J. Ralston. Vice-President, Mr. A. T. Hamilton. Chairman, Mr. R. K. Duncan. Hon. secretary, Mr. W. Pryde. Hon. treasurer, Mr. W. L. Alexander, *pro tem.* Soccer captain, Mr. J. W. Wallington. Vice-captain, Mr. H. B. Massey. Rugby captain, Mr. T. H. Bonnar.

The following were elected to the committee. Soccer, Messrs. C. W. E. Bishop, C. B. Robertson and J. Stewart. Rugby, Messrs. V. W. L. Stanton, H. R. Forsyth and G. L. Plummer.

Mr. Dyer proposed thanks to the secretary and treasurer for their work and the meeting adopted a resolution to give them an honorarium of \$200 each.

Profits from Stands.

Mr. C. A. Grimes spoke with regard to spectators' stands. For some years, he said, the local Football Association had, with the permission of the Club, erected and maintained a stand for spectators opposite the covered stand. He understood that from the stand in question the Association had benefitted to the extent of well over \$10,000 and the Club had received nothing. He did not know whether the association had permission for the coming year to carry on as before. They had not, he thought that permission should be refused.

That stand was the most paying proposition on the ground, the Club stand being normally occupied by members who, of course, went in free, and the other stands just about paid. No one begrudged the association the money it had received but the Club should derive some benefit from the stand which was on the Club ground. (hear hear).

The speaker suggested that if the Association maintained the stand for the coming year they should give the Club 20 per cent. of the proceeds, or else the Club could maintain the stand and take the gate receipts. Mr. Grimes added he had no intention of growing at the Association but something should be done in fairness to the Club. (Applause).

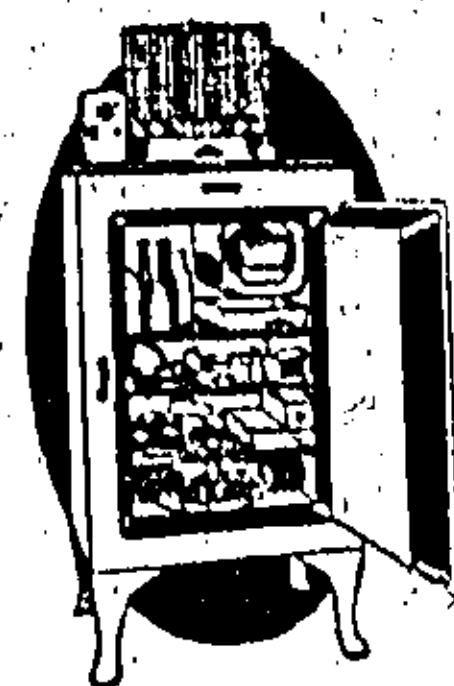
Mr. Dyer said that the matter would receive the attention of the incoming committee.

At the close of the meeting, the Rev. H. V. Koop expressed thanks to Mr. Dyer who, he said, one might almost call the "Lord Lansdale of Hongkong," so keen was his interest in all forms of sport.

## IT CANNOT WARP

because it is

# ALL-STEEL



Mechanism on top—hermetically sealed—never needs oiling, quiet, all-steel, cannot warp—electrically operated. All steel with electrically welded joints. Heavy hardware bolted into the steel. Black faced door edges, self-closing latch, gliders to protect linoleum, and many other unique features.

THE General Electric Refrigerator requires no soldering or plumbing because it has no drainpipe. It uses a minimum of current because the all-steel cabinet cannot warp and therefore never allows heat to creep in or cold to seep out.

It is individually controlled—its operation does not depend on any other installation in the building. It is exceptionally and remarkably quiet.

No longer does "any refrigerator" satisfy the discriminating house wife. It must be a General Electric because this remarkable all-steel refrigerator has many unique features which make it ideal for household use.

**GENERAL ELECTRIC**  
**ALL-STEEL REFRIGERATOR**

On view at the Showrooms of—

The Hongkong Electric Co.

The General Electric Co., of China Ltd.

and

Andersen, Meyer & Co., Ltd.

Sole Agents.

## "TAIPAN"

LA PERLA DEL ORIENTE



Light  
MILD  
and  
GOOD

Try one  
at

*Yours Truly*  
Tobacco Sales

22, Des Voeux Rd. C. (Phone: C. 1856.)

## CHILDREN'S PART-WORN CLOTHING

will be very gratefully received by the

**HONGKONG BENEVOLENT SOCIETY**

(Established 1880)

at its Room at the City Hall.

Any Monday and Thursday,

at 10.30.

### Nervous debility

frequently is caused by faulty nutrition and can be corrected by a regular course of this lung-healing and body-building food. Ask for

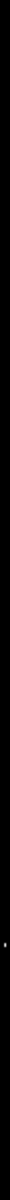


**SCOTT'S**  
**Emulsion**  
The protector of life

### SALESMAN \$AM

### Something to Squawk About

### By Small

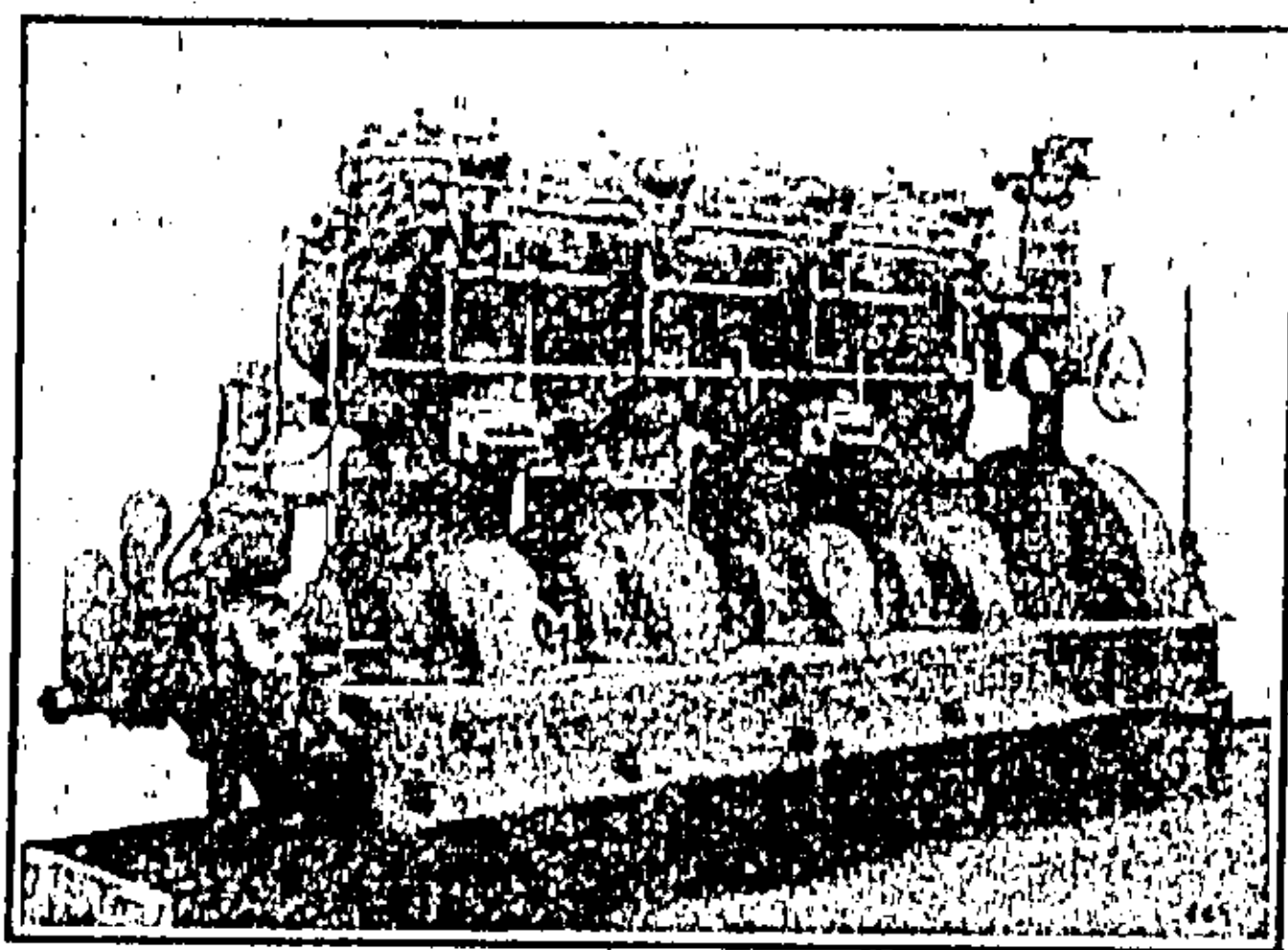




**GARDNER**

HEAVY OIL ENGINES

Cold Starting. Compression Ignition.



BUILT IN MANY SIZES

54 to 300 B.H.P.—3, 4, 5 and 6 Cylinders.

Special Features

Starts, from cold, without the use of starting lamps, electric or other pre-heating device.  
Airless Fuel Injection.  
Variable Speed Governor—range from 0.3 to full speed.  
Steady running, at the slowest speed, without load, immediately after starting.  
Forced Lubrication System fitted with oil cooler.  
Direct Reversing controlled by one hand wheel.  
Fuel Consumption 0.4 lb. per B.H.P. hour.

**DODWELL & Co., Ltd.**

SOLE AGENTS FOR CHINA AND HONGKONG  
Queen's Buildings. Hongkong.

Just Arrived!!!

NEW SHIPMENTS OF  
RECORDS  
MUSIC ROLLS  
and  
MUSIC SHEETS  
for

Where Is The Song of  
Songs for Me... Fox Trot.  
A Gay Caballero... Song.  
Sonny Boy... Fox Trot.  
Sunkist Hawaii... Sam-Ku-West.  
Minstrel Show of 1929... Song.

**TSANG FOOK PIANO Co.**

BABY'S FIRST STEP TOWARDS SOLID FOOD.



Young teeth  
need exercise!

During teething baby should be given "Allenburys' Rusks" to chew occasionally. They provide mouth and gums with useful exercise. They assist the production of a strong, wide jaw, with ample room for teeth. They contain Vitamin 'D', so essential for the formation of perfect bones and teeth. They have a pleasant taste and, softening gradually in the mouth, are safely and easily swallowed.

**Allenburys'**  
MALTED  
RUSKS  
Packed in hermetically sealed tins, to ensure retention of their original crispness and flavour.  
Obtainable of all Chemists  
(London & Shanghai)

ALLEN & HANBURY LTD.

PHONE PROGRESS.

HONGKONG MAY BE LINKED  
WITH CANTON.

If negotiations which are at present proceeding between the Hongkong Telephone Company Limited and the Canton Municipality are successful, and there is every reason to believe they will be, at some date in the not far distant future the long hoped for means of communication between Hongkong and Canton by telephone will be established.

It is a well known fact that a large section of the business communities of these two ports have desired such communication for a long time. Chinese business men in particular would find such a trunk service invaluable and negotiations which have been in progress since March of this year give every prospect of resulting in the establishment of an underground cable between Hongkong and Canton which will make this connexion.

Enquiries made at the local telephone company's offices yesterday afternoon, did not elicit a great deal of information on the point because there was but little available owing to the fact that negotiations have not yet finished, there being still a number of matters to be discussed.

Cable 113 Miles Long.

It is intended, however, to lay a lead covered double steel armoured copper conductor telephone cable 113 miles long. It is not as yet known what traffic this cable will be called upon to carry but it is most likely that between 12 and 20 lines will be used. The actual work itself will take between six and nine months so that directly the two parties concerned have settled matters to their satisfaction the service will soon be available. Automatic telephones are already being installed in Canton so that there will be no difficulty in that connexion.

The method of payment for the use of the trunk line has not as yet definitely been decided upon but it appears likely that subscribers who will need to use the line will be required to pay a deposit in addition to the subscription for local calls. A check will be kept on all trunk calls put through which will be paid for in the ordinary manner and the additional deposit will be held for the purpose of protecting the Hongkong Telephone Company against any unpaid bills for trunk calls. It will be refunded in full if a subscriber dispenses with the trunk line, provided of course that outstanding bills have been paid, in which case these amounts will be deducted from the deposit.

Special Telephone Boxes.

This method does not cover the case of a person who does not wish to be in telephone communication with Canton except very occasionally so it is likely that special telephone boxes will be installed in the company's office to enable calls to be made when will, of course, be paid for at the time of 'phoning.

Already preliminary tenders for work and materials have been advertised for by the Municipality of Canton, which gives the size of the cable required as 10 quadded cable of 1.6 m/m, with provisions to be made for loading to full capacity of cable.

With regard to financing the contractor must finance the supply and installation of the entire equipment, including all construction work, supply of all material, transportation of same to place where required, the services of engineers, expert mechanics and all other necessary labour for the execution of the contract, but not including import duties.

The Contractor will be granted the right to collect the toll revenue obtained from the services after the cable has been put into operation until the debt is fully liquidated.

JUNK PIRATED.

WOMEN IN UNIFORM AMONG  
THE FREEBOOTERS.

Yesterday the master of a fishing junk, No. 1317 H.C., trading between Hongkong and Macao, reported to the Police that his vessel was seized and looted by pirates on July 25 off Heung Chiu, west of Macao.

Ten Chinese men and five women dressed in soldier's uniform, armed with rifles and pistols, sailed alongside the fishing junk, which was subsequently looted and taken to the Wanchai district, to the west of Macao.

The pirates took away from the vessel \$5,000 in Canton money, \$1,500 in Hongkong Bank notes, and a pair of gold bangles, the total loss being \$6,710.

The master of the junk was seized and imprisoned by the pirates for one night, being released the following morning. He remained at Macao for a time, and returned to Hongkong only yesterday, when he made his report to the local Police.

# FINAL WEEK OF WHITEAWAYS

## SUMMER SALE.

MONDAY, August 26th. to SATURDAY, August 31st.

Irresistible Bargain Attractions for Final Week.

# SEEING IS BELIEVING!

DECIDE RIGHT NOW to be at WHITEAWAYS on MONDAY next to see Wonderful Bargains offered. WE MUST REDUCE our stock by August 31st., to do this we have made

## A GREAT SLAUGHTER IN PRICES.

It will be a scene of intense interest to Keen Buyers.

## Goods at Half Price.

## Goods at Quarter Price.

## Hundreds of Dollar Bargains.

## Remnants! Remnants!! PRACTICE ECONOMY

BY

## SHOPPING AT WHITEAWAYS. WHERE YOUR DOLLAR BUYS THE MOST.



**TO-DAY'S WANTS****25 WORDS — ONE DOLLAR**

(\$1.50 IF NOT PREPAID)

The following replies have been received:—

295, 300, 301, 305, 306, 315 344, 363, 371,  
374, 376, 381, 385, 411, 426, 427, 443, 445  
455, 461, 462, 465, 474, 476, 486, 505, 512,  
545, 547, 550.

**SITUATIONS VACANT.**

**WANTED.**—An experienced No. 1 Boy for a Club. Must give security and good references. Apply Box No. 549, care of "Hongkong Telegraph."

**WANTED.**

**ROOMS WANTED.**—By Bachelor—furnished or unfurnished—bed-sitting room or bedroom and sitting room, bath kitchen, verandah, if possible on Peak or mid levels. Please state location and rate. Box No. 548, care of "Hongkong Telegraph."

**MISCELLANEOUS.**

**BACHELORS' MESS.**—Vacancy for one in bachelors' mess on the Peak, as from October 1st. Write Box No. 549, care of "Hongkong Telegraph."

**FOR SALE.**

**FOR SALE.**—STEAM LAUNCH in first class condition. Length R.P. 62'0". Breadth M. 12'0". Depth 7'11". Built 1914, speed 9 knots. Apply Box No. 551, care of "Hongkong Telegraph."

**FOR SALE.**—On Broadwood Road, 3 roomed BUNGALOW. Write Secretary, Post Office Box No. 22.

**TO BE LET OR SOLD.**

55 The Peak, lately occupied by Dr. Harston and adjoining the Peak Hospital. Unfurnished. Convenient, comfortable and cool. Six rooms and Dressing room. Four bathrooms, hot and cold water. Modern sanitation. Gas and Electric Light. Use of Tennis Court. Suitable for a Mess of five, or could be easily divided to suit two couples. Close to Tram Station and Motor Road.

Apply:  
THE HONGKONG REALTY AND TRUST COMPANY, LIMITED.  
Exchange Building.

**Avoid this Pitfall**

SOME men underestimate the necessity of Life Insurance through a belief that they can't afford it, or because of an exaggerated feeling of prosperity. Yet most estates often disclose vanished assets and reveal—too late—that a little foresight could have secured financial protection for dependents.

Enquire to-day

THE  
**MANUFACTURERS LIFE**  
INSURANCE COMPANY

HEAD OFFICE — TORONTO, CANADA

Special Representative

**Mr. E. J. R. MITCHELL**

Agents:

**ARNHOLD & CO., LTD.**  
French Bank Building, Hongkong. Tel. C.1500.

**New Advertisements****NOTICE.****SUPREME COURT.**

Applications are invited for the Post of Chief Interpreter in the Supreme Court of Hong Kong. Candidates must be British Subjects of European birth and thoroughly conversant with the Cantonese dialect while a knowledge of a second dialect of the Chinese language is desirable.

The commencing salary is at the rate of £360 per annum rising to £500 annual increments of £30 and one of £20, such salary being payable monthly in Hong Kong currency at varying rates of exchange under a special scale, particulars of which may be obtained from the undersigned on application.

Quarters will not be provided, but an allowance will be granted in aid of rent according to the salary for the time being.

Applications should be made in writing to the undersigned and received on or before 31st August, 1929.

C. D. MELBOURNE.

Registrar,  
Hongkong, 16th August, 1929.**NOTICE.**

Customers are requested to apply for our NEW AND REVISED PRICE LIST which comes into force on 1st September, 1929.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

**NOTICE.**

IN RE J. E. HANCOCK.  
(Deceased)

Any claims against the late Mr. J. E. Hancock should be forwarded without delay to J. N. Owen, c/o Messrs. Dodwell & Co., Ltd., Queen's Buildings, Hongkong. This notice admits no liabilities.

**NOTICE.**

COLONIAL SECRETARY'S DEPARTMENT.

In order that a complete list may be maintained for record purposes, will those Ladies and Gentlemen resident in Hong Kong, other than those now serving in His Majesty's Forces, who have had any decoration conferred upon them by His Majesty the King, please inform the Chief Clerk, Colonial Secretariat, if this has not already been done.

**EXPERT MASSEUR.**

and all kinds of chronic ailments.

Madame E. AKAI.

Madame H. MORITA.

125, Praya East, (1st floor),  
Tel. No. C2131 Cures Rheumatism, Nervousness.

**CHURCH NOTICES.**

To-morrow the Thirteenth Sunday After Trinity.

**LOCAL SERVICES.**

St. John's Cathedral, Hong Kong. August 26th, 1929. Thirteenth Sunday after Trinity. Holy Communion, 8 a.m. Holy Communion at Peak Church, 8 a.m. Military Service, 9.30 a.m. Sunday School at Peak School, 10 a.m. Matins, 11 a.m. Preacher: The Dean. Evensong 6 p.m. Preacher: Rev. H. V. Koop.

Union Church, Kennedy Road, Hongkong. Sunday, August, 26th 1929. Sunday School, 10 a.m. Morning Service, 11 a.m. Preacher: Rev. F. C. Young. Hymns, 91, 741, 595, 570. Evening Service at 6 p.m. Preacher: Rev. F. C. Young. Hymns, 86, 553, 546, 665.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Mind". The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

**66 MILES ON 1 GALLON OF GAS**

Walter Critchlow, 1809D st., Wheaton, Ill., U.S.A., has patented a Vapor Moisture Gas Saver and Carbon Eliminator for all Autos and Engines that beats any ever got out. Old Ford's reports as high as 60 miles on 1 gallon. New Ford's 10. Other makes report amazing increases of 1/4 to 1/2 more. Mr. Critchlow offers to send 1 to introduce. He also wants County and State Agencies everywhere to make \$250 to \$1,000 per month. Write him in English today, W. Critchlow, 1809D st., Wheaton, Ill., U.S.A.

**MRS. SEKAI****MASSAGE**

6, Wyndham Street, 1st floor,  
Hongkong.

**Pimples, Blotches Quickly Vanish**

Under This Penetrating Antiseptic You can have a clear, smooth, velvety skin. It soothes the itching and drives away pimples, blotches and other blemishes. IT CURES INSTANTLY. This healing wash penetrates the skin better than any other. The pleasant LAVES for a pure skin and scalp. Made in U. S. A. and sold by all good druggists. (Wholesale: Muller & Phipps, Manila—Shanghai—Hong Kong.)

**Lammert's Auctions****PUBLIC AUCTION.**

The Undersigned have received instructions to sell by Public Auction,

on Monday,

the 26th August, 1929,  
at 11 o'clock a.m.

at Kowloon Marine Lot No. 49,  
Yaumati,

(for account of the concerned)

23 Logs Square Billian,

and

25 Logs Round Billian,

Terms:—Cash on Delivery.

LAMMERT BROS.,  
Auctioneers.**PUBLIC AUCTION.**

The Undersigned have received instructions to sell by Public Auction,

on Monday,

the 26th August, 1929,  
at 10.30 a.m.

at Godown No. 17, The Hongkong & Kowloon Wharf Godown Co., Ltd., Kowloon.

(for account of the concerned)

9 Baskets Earthenware,

26 Bags Gypsum,

and

24 Cases Peanut Oil.

LAMMERT BROS.,  
Auctioneers.**PUBLIC AUCTION.**

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 27th August, 1929,  
commencing at 10.30 a.m.

At Godown No. 18, The Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon

A Large Quantity of Miscellaneous Goods.

Flat, Round, Square and Long Iron, Wire Nails, Iron Plates, Iron Wire, Toilet Goods, Japanese Porcelain, Fire Crackers, Cigars, Cigarettes, Tobacco Leaf, Matches, Ammonia, Sodium Sulphide, Hydrochloric Acid, Glass Ware, Ophthalmic Instruments, Wines, Flour, etc., etc.

Terms:—Cash on Delivery.

LAMMERT BROS.,  
Auctioneers.**CHIANG KAI-SHEK.**

TAKING A SHORT REST CURE AT SHANGHAI.

Shanghai, Aug. 23. Marshal Chiang Kai-shek arrived early this morning from Nanking, and entered a Shanghai sanatorium for a short rest cure. —Reuter.

**LETTER GOLF.**

To-day's your chance to take a SWAN DIVE into the letter golf swim. Par is eight.

S	W	A	N
G			
D	I	V	E

1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.  
One solution is printed on another page.

**LUSCIOUS—****PEACHES****ARRIVING ON MONDAY****BY THE R.M.S. EMPRESS OF ASIA.****You are advised to Order Early!****Lane, Crawford, Ltd.****PROVISION DEPARTMENT.****POST OFFICE NOTICE****RADIO NOTICES.**

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. and O. Building in Des Voeux Road, next to the General Post Office. Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. No correspondence is being forwarded via Siberia even if superscribed "via Vladivostok" except for destinations in Russia.

**INWARD MAILS.**

From	Per	Due
Japan and Shanghai	Hakozaki Maru	August 24.
Shanghai and Swatow	Sinkiang	August 24.
U.S.A. (San Francisco 26th July)	Pres. Van Buren	August 24.
Honolulu, Japan and Shanghai	Garbeta	August 24.
Europe via Negapatam, (letters only)	Kumsang	August 25.
London (26th July)	Pres. Madison	August 25.
Europe via Negapatam (papers only)	Tulma	August 25.
London 26th July	Emp. of Asia	August 26.
U.S.A. (San Francisco 31st July)	Korea Maru	August 26.
Honolulu, Japan and Shanghai	Pres. Pierce	August 26.
U.S.A. (San Francisco 2nd Aug.)	Sphinx	August 27.
Honolulu, Japan and Shanghai	Athos II	August 27.
Saigon	Mexico Maru	August 27.
Japan and Shanghai	Tanda	August 28.
Japan	Kashmir	August 28.
Japan and Shanghai	Kamo Maru	August 30.
Straits		September 2.

**OUTWARD MAILS.**

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Date and Time.
Swatow	Hin Chang... Sat., Aug. 24, 12.30 p.m.
Amoy	Hanyang... Sat., Aug. 24, 3.30 p.m.
Manila	Pres. Van Buren... Sat., Aug. 24, 5 p.m.
Japan	Garbeta... Sat., Aug. 24, 5 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Hakozaki Maru... Sat., Aug. 24, K. P. O.

For	Date and Time.
Fort Bayard, Holhow, Pakhoi and Halphong	Tonkin... Sun., Aug. 25, 9 a.m.
Bangkok via Swatow	Kiangsu... Sun., Aug. 25, 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru... Sun., Aug. 25, 9 a.m.
Wei Hai Wei	Chipsing... Mon., Aug. 26, 1.30 p.m.
Nauru and Ocean Island	Apoc... Mon., Aug. 26, 3.30 p.m.
Swatow and Amoy	Anhui... Mon., Aug. 26, 3.30 p.m.
Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco	Pres. Madison... Mon., Aug. 26.

For	Date and Time.
Shanghai	Registration... Mon., Aug. 26.
	Letters... Mon., Aug. 26.
	Letters... Mon., Aug. 26.

For	Date and Time.
Holhow and Bangkok	Kweiyang... Tues., Aug. 27, 8.30 a.m.
Fort Bayard	Wing Wo... Tues., Aug. 27, 9 a.m.
Amoy and Japan	Kum Sang Tues., Aug. 27, 10.30 a.m.
Shanghai and Japan	Sphinx... Tues., Aug. 27, 1 p.m.
Swatow, Amoy and Foochow	Hai Ching... Tues., Aug. 27, 1 p.m.

For	Date and Time.
Saigon, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Athos II... Tues., Aug. 27.

For	Date and Time.
	K.P.O. Registration... 10 a.m.
	Letters... 1 p.m.

For	Date and Time.
	G.P.O. Registration... 12.45 p.m.
	Letters... 1.30 p.m.

For	Date and Time.
Straits and Calcutta	Talma... Tues., Aug. 27.
	Parcels... 12.30 p.m.
	Letters... 1.30 p.m.

For	Date and Time.
Manila	Emp. of Asia Tues., Aug. 27, 3.30 p.m.
Manila	Pres. Pierce Tues., Aug. 27, 4.30 p.m.
Swatow	Sinkiang... Wed., Aug. 28, 1.30 a.m.
Swatow	Hopsang... Wed., Aug. 28, 10.30 a.m.

For	Date and Time.
Straits, Ceylon, India, Mauritius, Mombasa, Lourenco, Marques, East and South Africa	Mexico Maru Wed., Aug. 28, 10.30 a.m.
Amoy	Chenan... Wed., Aug. 28, 3.30 p.m.
Straits	Cremer... Thurs., Aug. 29, 10.30 a.m.

For	Date and Time.
Swatow, Amoy and Foochow	Hai Ning... Fri., Aug. 30, 2 p.m.
Manila, Sandakan, Australia and New Zealand via Thursday Island	Tanda... Fri., Aug. 30.

For	Date and Time.
	Parcels... 1.45 p.m.
	Registration... Aug. 31, 9 a.m.
	Letters... 10 a.m.

For	Date and Time.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Kashmir... Sat., Aug. 31.

For	Date and Time.
	K.P.O. Registration... Aug. 30, 4.30 p.m.
	Registration... Aug. 31, 9 a.m.
	Letters... 10 a.m.

For	Date and Time.
	G.P.O. Registration... Aug. 30, 5 p.m.
	Registration... Aug. 31, 9.45 a.m.
	Letters... 10.30 a.m.

For	Date and Time.
	(Due Marseilles 28th Sept.)

\*Superscribed Correspondence only.

**The Greatest Bird Act of the Century!****TORCAT'S ROOSTERS**

A "troupe" of 60 game fowls in a riot of comedy, eccentricities and acrobatics!

With

**"COCO"**

The only rooster comedian in the history of the stage!

**COMING SOON TO THE****Queen's Theatre****WATCH OUT FOR OPENING DAY!**





## Special Display of HATS and HAND-BAGS

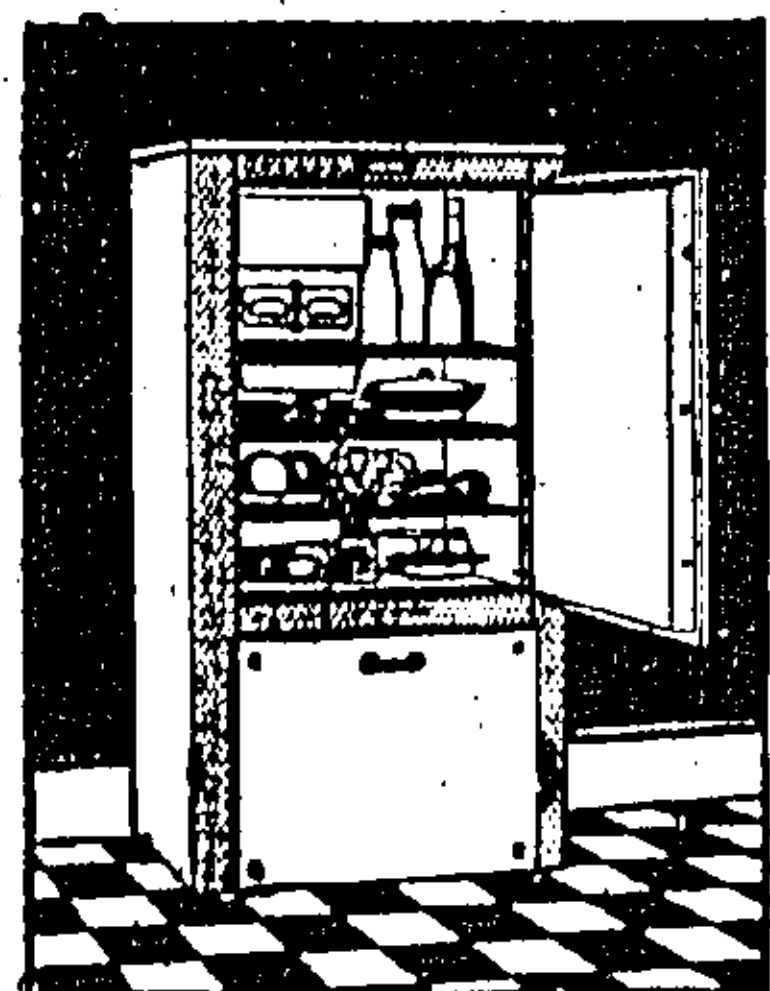
These are all New Stock for Autumn,  
and include White and Coloured Felt  
Hats—also Silk Ribbon Hats.

OVER 700 NEW HAND-BAGS.

**ELITE STYLES**  
A. P. C. Building.



## Frigidaire



WHETHER IT  
BE THE BABY

**AP-4**

OR THE ROOMY

**AP-18**



WE HAVE  
THE MODEL  
TO SUIT  
YOUR  
REQUIREMENTS.

ALL ARE  
EQUIPPED WITH  
THE NEW  
EXCLUSIVE

FRIGIDAIRE COLD CONTROL.

**DODWELL & CO., LTD.**

Sole Agents for Hongkong & South China  
Queen's Buildings. Tel. C.1030.

## WOMAN'S WORLD FOR OUR LADY READERS.

Shoes are featured with Unusual Ornamentations.



The well-dressed woman, who has many social functions to attend throughout the seasons, must keep in step with the ever changing trend of fashions in formal shoes. Perhaps the easiest rule to follow is the matching of one's slippers to one's gown, which vary from season to season.

During the Autumn and winter seasons, one notes many heavy brocaded and velvet slippers being worn which would surely be out of place with the sheer chiffon frock worn for the summer.

Colours, fabrics and designs are infinite in variety and each frock in one's wardrobe should have its slippers to harmonize—either in texture or in colour. With the delicate lace and chiffon frocks now being worn, the crepe slipper leads the mode.

While the opera pump is as much a favourite as ever, we find strap pumps gaining more devotees day by day, due no doubt to the clever designing. Old crossings which boast unusual buckles of brilliant; straps of metal kid which start at the instep and reach, quite surprisingly almost to the back of the slipper, where they buckle; all are chic notes in footwear.

The evening shoe has become more elaborate than ever. Opera pumps of crepe—which can be dyed to match any particular frock—are delicately embroidered and in some cases beaded.

Quite a few crepe slippers select satin for trimming and feature openwork treatment at the sides,

which gives an extremely flattering line to the instep. And then there is the more extreme type of slipper for the summer formal occasion—the sandal. These leave the feet almost entirely exposed—except for a broad strap which covers the toes and a T-strap which, of course, connects with this and to the strap circling the ankles. These sandals are generally fashioned of gold or silver kid and buckled or buttoned with a clasp of brilliants.

Crepe de Chine is also utilized for sandals and opera-pumps. The straps of the former are almost entirely covered by applique of gold and silver kid, designs taken from the classic Grecian sandal, which it almost appears to be except for the extremely high heel on which it is built.

Embroidered crepe de Chine, on which are very small flowers in pastel toned colours, is quite lovely when featured in an opera pump. Such a slipper matches any light shade of frock, presuming that the background of the embroidery is a neutral shade.

For those who prefer the absolutely plain one colour opera pump, there are very many lovely buckles to be had for a bit of more formal adornment. Soft bows of satin or velvet also make their appearance on this type of slipper.

And then, of course, one must be very careful in the selection of stockings to wear with the formal frock and slipper. The well-dressed woman chooses the shade of her

stockings with the greatest care, relating it to the mode as a whole, to her costume and to her complexion.

In general, stockings reflect the sun-burned mode, adding a faint ruddiness to the beige that has been smart for some seasons.

Among the new rose-beige—or sun-burned—shades are "Chamois," "Azure," "Trilanon" and "Sable," colours with a faint hint of roseness and which blend with any shade of frock or shoe.

It is considered quite smart to match one's stockings to one's sun-burn, and this is an idea which is generally carried out. Though with black satin slippers or slippers of any dark shade, the stockings may be in the same shade as those worn in the daytime, but infinitely sheerer.

Pale mauve stockings are worn by many smart women for evening, and they are very effective with certain gowns. Fine clocks remain a chic detail of evening stockings, and the stockings themselves rival a cobweb in their sheerness.

Loretta Young, who plays a role requiring many formal costumes in her forthcoming production, "The Careless Age," a First National Picture, is particularly partial to the opera pump. With a maize taffeta frock, whose bodice is lavishly beaded in tiny crystals and pearls, Miss Young wears opera pumps of satin in matching shade, with large buckles of brilliants. Sheer hose in a new sun-tan shade gives the impression of bare legs.

### Summer Drinks.

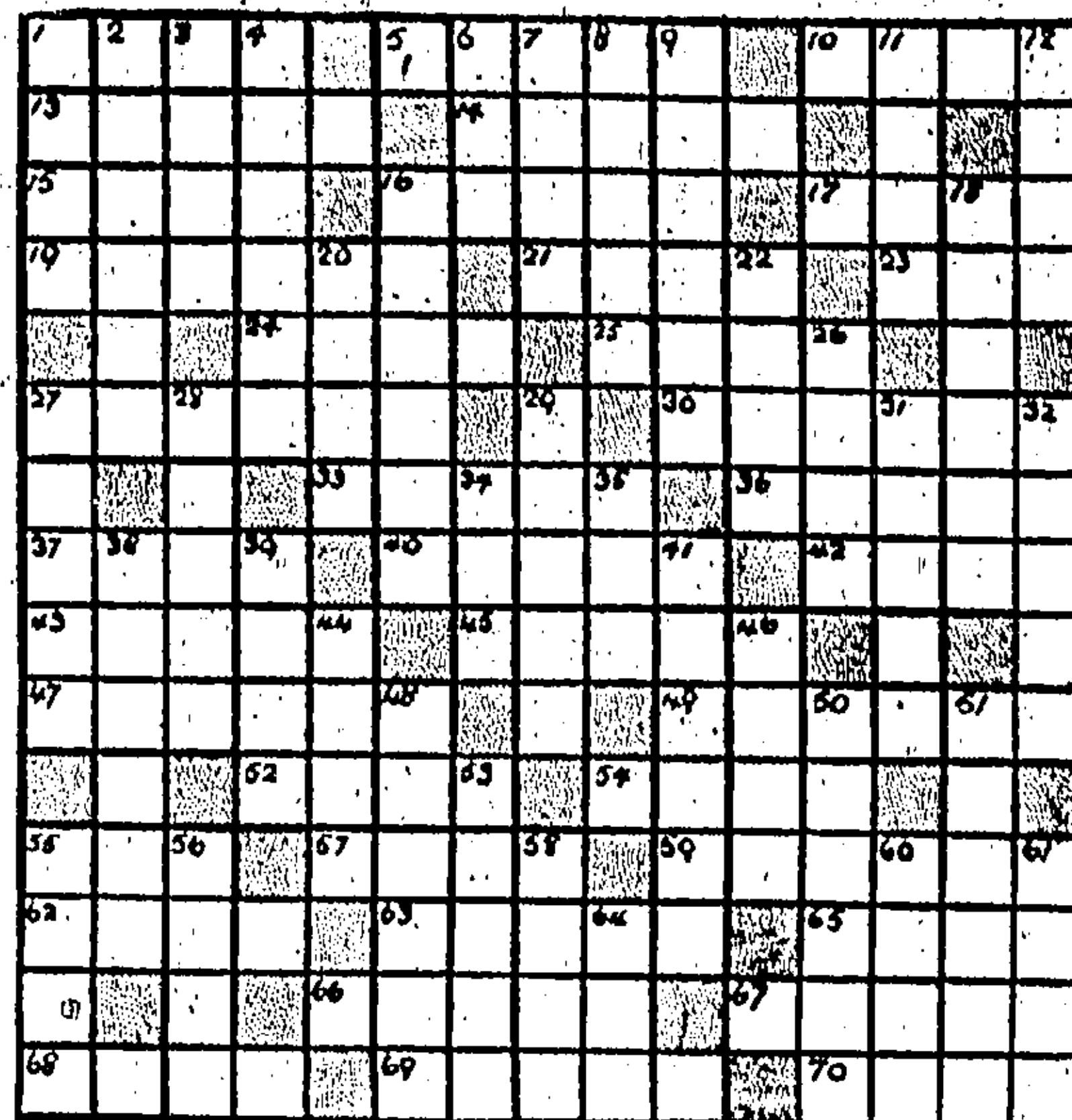
EASY TO BUY AND MAKE

The most refreshing and healthful of all summer drinks are those made with pure fruit juice, yet few folks have the time to trouble with the making of summer drinks

from the other fruits in their brief seasons. Moreover, few folks seem to know that pure fruit juice may be bought bottled and ready for diluting with water or soda-water. The juices of the lemon, orange, raspberry, bilberry, black currant, black fig and grape are available in unsweetened, sugar-sweetened, or honey-sweetened

form. The latter is, of course, the best. Most towns have what is generally known as a "health food store," from which these juices are mostly obtainable, and in some cases the large general stores keep them. But if they are not available locally they may be had direct from the factory where the juices are expressed from the fresh fruit.

### OUR NEW BRITISH CROSSWORDS.

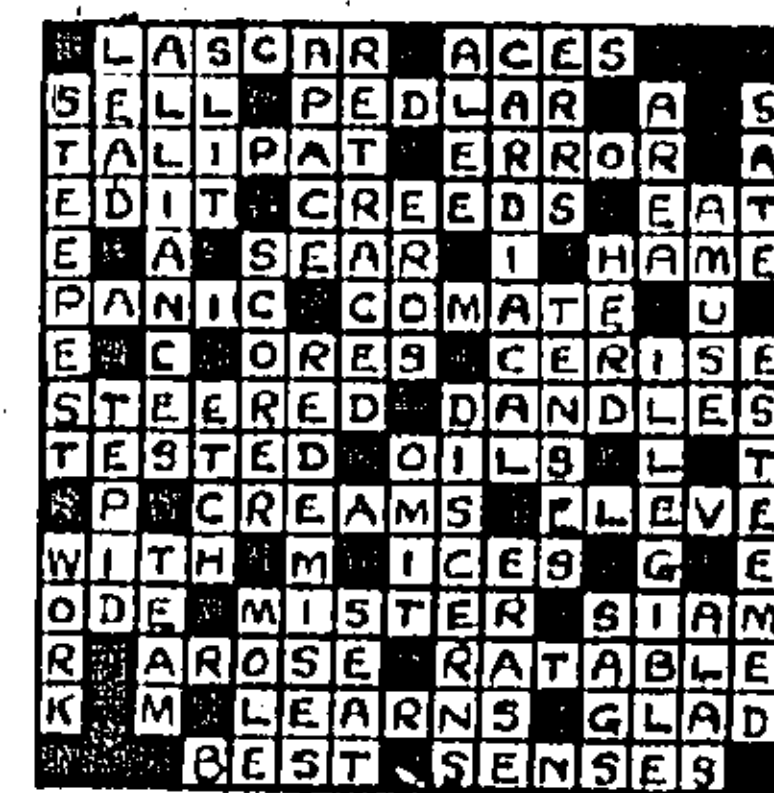


Across  
1 Snake.  
5 Church passage.  
10 Partly open.  
13 Sen.  
14 Tribes.  
15 Opposite to East.  
16 Awn.  
17 Long ago.  
19 The last.  
21 The lime tree.  
23 Affirmative reply.  
24 Narrative.  
25 Rebuke.  
27 Vegetable.  
30 Nibbled at.  
33 Pertaining to the sun.  
36 Dazzling light.  
37 Besmear.  
40 Bare.  
42 Legal claim.  
43 Sharpener.  
45 Sort of treadle.  
47 Essay.  
49 Kind of cloak.  
52 Cistern.  
54 Ships collectively.  
56 Attempt.  
57 Disembark.  
59 Smoked ham.  
62 Pile.  
63 Inlet.  
65 Puzzle.  
66 Evade.  
67 Ill tempered woman.  
68 Filly.  
69 Benefit.  
70 Dispatched.

Down  
1 The check.  
2 Political romance by James Harrington.  
3 Unless.  
4 Fragment.  
5 Frozen water.  
7 Ship of wood.  
8 Household duties.

9 Finishing.  
11 Twelve good men and true.  
12 Tracks.  
16 Native of Britain.  
18 Marsh.  
20 Epic poem.  
22 Respiratory organ.  
26 Spherical body.  
27 Youngest son.  
28 Reddish substance.  
29 Captured.  
31 Middle part.  
32 Compact.  
34 Infold.  
35 Colour.  
38 Stick.  
39 Most good.  
41 Impair.  
44 Clock face.  
46 Matter emitted from volcanoes.  
48 Growls.  
50 Beautiful maidens.  
51 Untie.  
53 Russian instrument of torture.  
55 Dull sound.  
56 Yell.  
58 Dandy.  
60 In addition.  
61 Eff.  
64 Ocean.

Yesterday's Solution.



### THE GRAF ZEPPELIN.

LEAVES ON PACIFIC FLIGHT.

Kasumigaura, Aug. 23.  
After a series of frustrated hopes, first due to the mishap to a gondola and subsequently owing to the weather, the Graf Zeppelin finally took off at 3.14 p.m.

There was no breeze, and it was cloudy, the sun occasionally breaking through.

To the accompaniment of cheering, handclapping and the waving of hands, the huge vessel emerged into the open at 3.0, with only a few inches to spare between the top of the giant tail fins and the top of the hangar, while a naval band struck up the Japanese and German national anthems.

The ropes were released, and the huge, cigar-shaped monster at 3.14 rose slowly in the air, then came the roar of the propellers, and it started to gather speed while the onlookers below cheered and shouted banzais till it disappeared on a north-

easterly direction at 3.20—*Reuter.*

Position, Wirelessly.

Tokyo, Aug. 23.  
The Graf Zeppelin sent a radio message at 9 p.m. Tokyo time that her position was 36.40 Lat. North and 146.20 Long. East.—*Reuter.*

The airship's schedule has so far been completed as follows:

Dep. Larkspur Aug. 8th. 12.30 p.m.  
Arr. Fitch Haven Aug. 10th. 1.02 p.m.  
Dep. Fitch Haven Aug. 10th. 4.50 a.m.  
Arr. Japan Aug. 10th. 4.27 p.m.  
Dep. Japan Aug. 23rd. 2.13 p.m.

Soviet Flight.

Moscow, Aug. 23.  
M. Shestakov the pilot of the "Land of the Soviets," who had to abandon his recent attempt, again took off on a second attempt to fly to New York, following the same route as originally planned.

His new plane, which is also named the "Land of the Soviets," is fitted with two 1,200 horsepower engines, similar to the first plane.—*Reuter.*

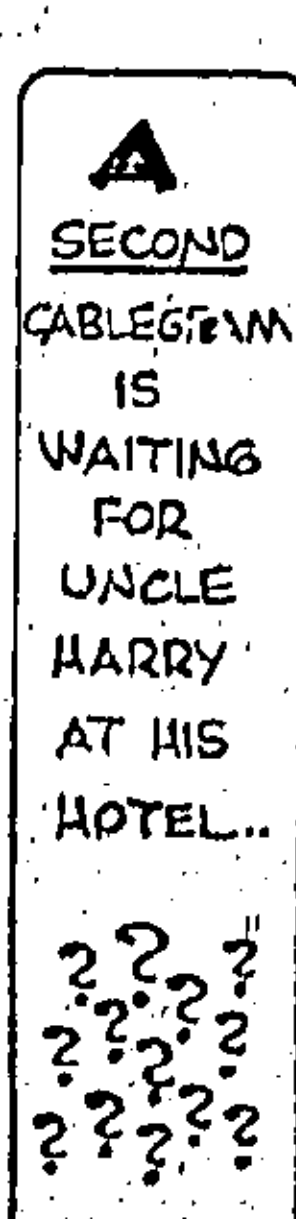
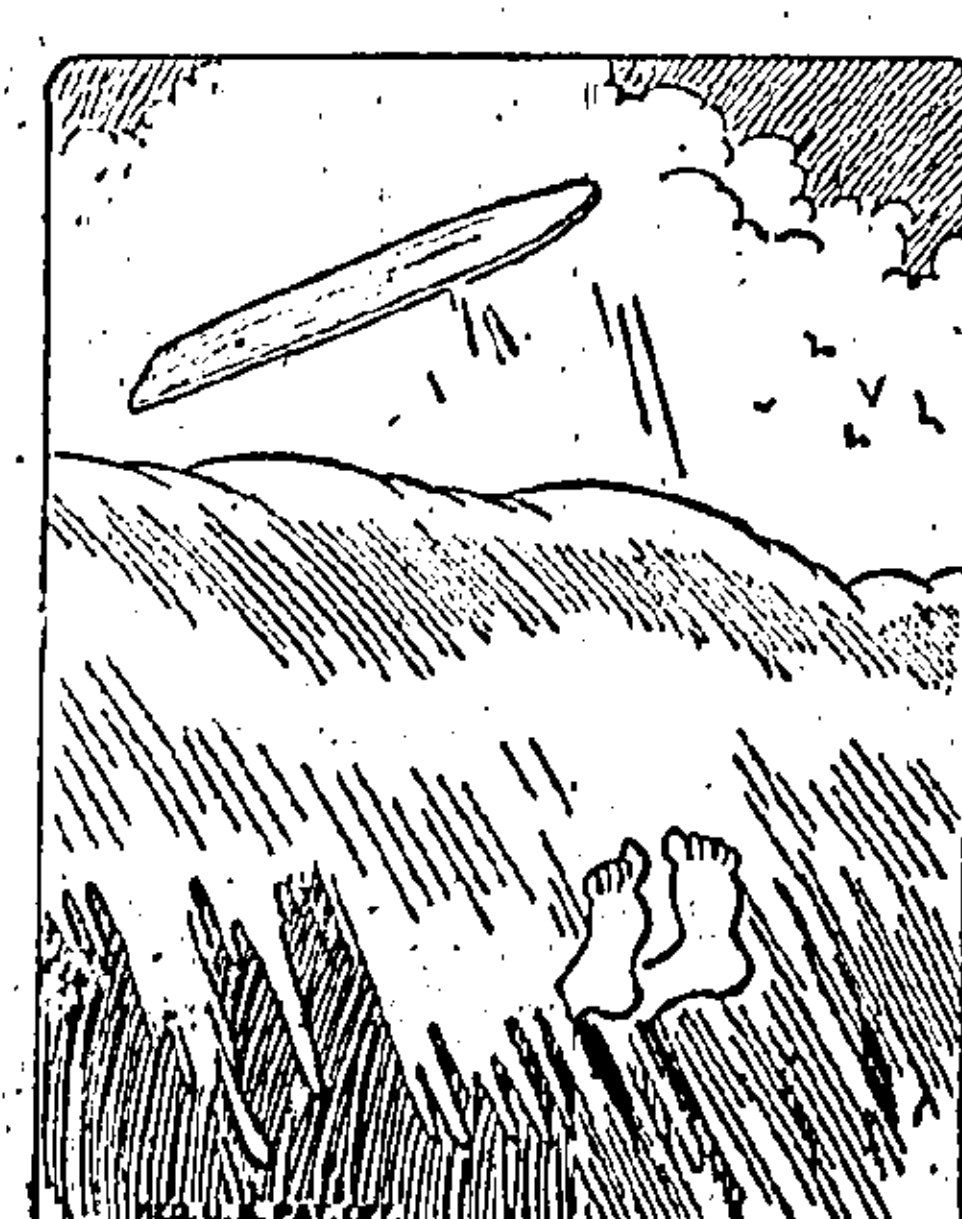
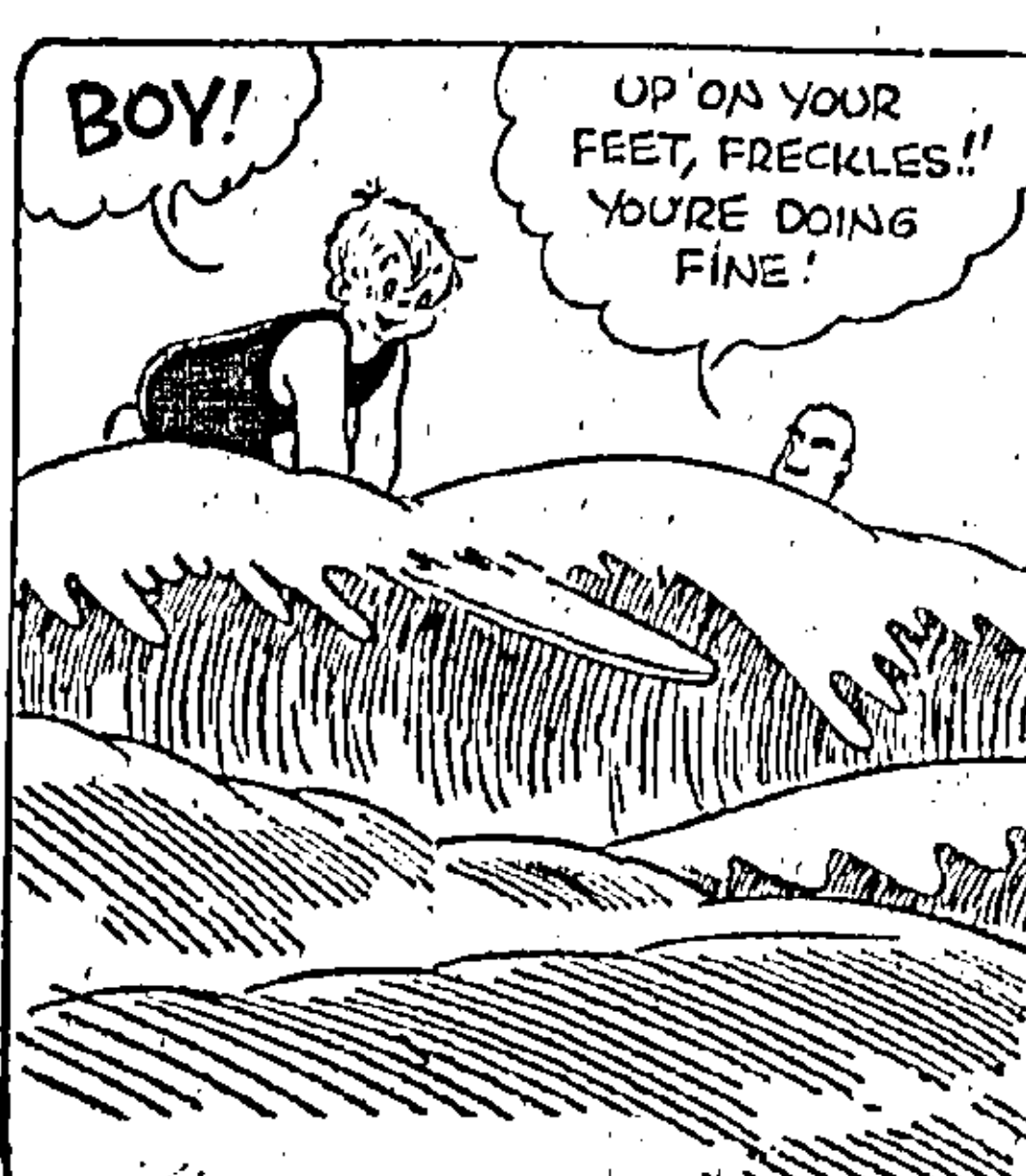
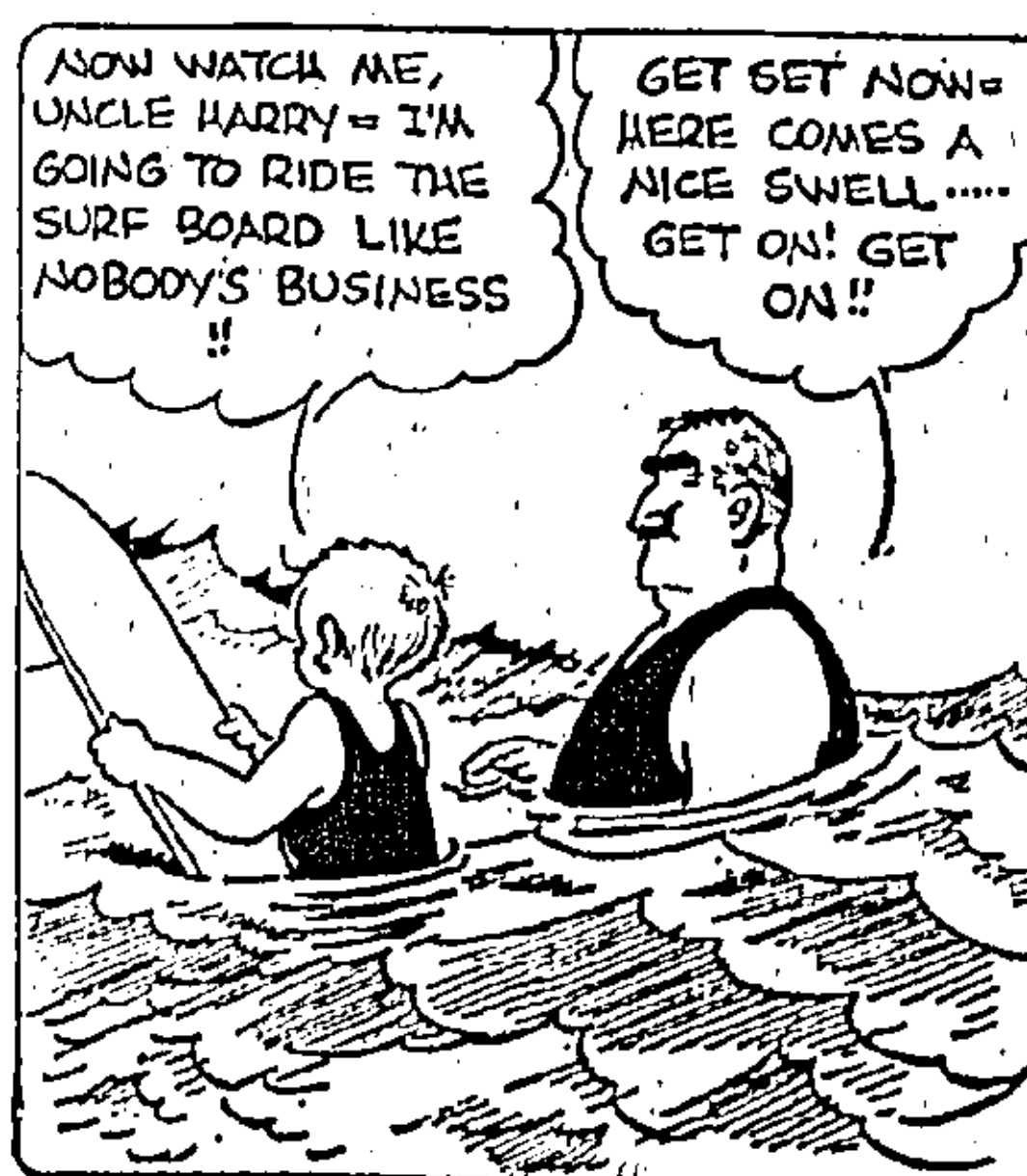
[The flight is planned via Siberia and Alaska, and is being undertaken with a view to exploring the possibilities of a regular service along this route.]

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etc., etc.

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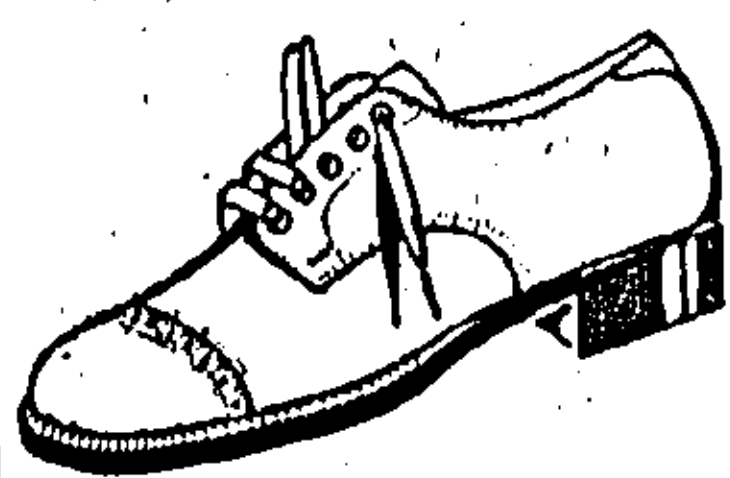
(Victor Distributors.)

CHATER ROAD.

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faction to their wearers.

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pairs on approval?

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The  
Hongkong Telegraph.

SATURDAY AUGUST 24, 1929.

### A NAVAL AGREEMENT?

In view of the conversations between Mr. Ramsay MacDonald and General Dawes, concerning which the utmost secrecy is being observed, more than ordinary interest attaches to the report emanating from Washington of the latest suggestion for solving the Anglo-American naval disarmament problem. The idea is that there should be parity between the two nations so far as 10,000-ton cruisers are concerned, but that Britain be permitted to maintain a large number of small cruisers for "police duty" in connection with the Colonies. This proposal, according to the Washington message, is now being considered. The assumption is that it represents one of the plans which have been debated by the British Premier and the American Ambassador.

In the event of the United States being prepared to consent to some such adjustment of the issue, we can see nothing likely to stand in the way of a complete understanding between the two countries. Previous attempts to bridge the gulf between British and American ideas have largely failed because of a disinclination on the part of the United States to take account of Britain's special and peculiar needs. With a scattered Empire, it is essential for Britain that adequate provision should be made, in any disarmament agreement, for the defence and protection of overseas territories. Britain's position in this regard is entirely different from that of America, with a large self-contained country and practically no possessions abroad. By seeking to safeguard that position, Britain is in no way animated by a desire to snatch an unfair advantage over the United States; she is merely asking for a recognition of the actualities. The principle involved is precisely the same as that implied in the provision of the new Anglo-Egyptian Treaty which permits British troops to be stationed along the Suez Canal, and it is also recognized in the reservation which Britain felt compelled to make in adhering to the Kellogg Pact. Of the reasonableness of its application to naval disarmament, there can be no question whatever, and, as we say, if the United States is prepared to recognise it, the major difficulty standing in the way of an understanding should

be removed and the road paved to a general agreement.

In the strict sense of the term, of course, there can be no actual Anglo-American Agreement at this stage. The most that can be done at the moment is to compose any differences of outlook which exist between the two nations and to evolve a concrete plan ready to be placed before the other Naval Powers when they come to consider the whole question. In this instance, there should be less fear of any "outside" opposition than at the time of the attempt made by the Baldwin Administration to reach an agreement with France first. There were features about this Anglo-French effort which were bound to arouse suspicion in the minds of other nations, even though the suggested formula was purely tentative in character. Whether the latest report from Washington can be taken as a true index of the course which the conversations between Mr. MacDonald and General Dawes are following or not, there would appear to be grounds for thinking that the Labour Government does not intend ignoring the Imperial aspect of the problem. That, at any rate, is cause for thankfulness.

### The Cotton Award.

In view of the sorely depressed state of the Lancashire cotton industry, a condition which has been only too apparent for many moons, the finding of the Court of Arbitration that the employers had made out a case for wages reduction was almost a foregone conclusion. It would have been nice for all concerned, perhaps, if the parties had made full use of the opportunity afforded by Mr. Justice Swift's dramatic interruption, and had reached an agreement between themselves, but the absence of such accord will make no difference to the award, which both have undertaken to accept. The Court has not granted in full the demand of the mill-owners. The reduction proposed by their Associations has been reduced by a half, and the operatives will find a shortage of just over six per cent. in their wages envelopes three weeks hence, instead of 12.83 per cent. as contemplated by their employers. It is important to note, however, that Mr. Justice Swift, in announcing the decision, laid great stress on the fact that the Court was not in any way convinced that wages curtailment was the only remedy for the present state of affairs. It may indeed be read into his brief summary that the Arbitrators condemned the operatives to bearing the initial burden of rehabilitation with the greatest reluctance. Immediate easement in the cost of production was necessary, and the Court could see no solution to this end open, except the reduction, or some part of it, suggested by the employers. It is obvious, however, that a vast amount of reconstruction and rationalisation alone offers a prospect of a return to former prosperity. The mill-owners will have to accept the position that certain losses must be cut, and capital placed on an earning basis, however heavy the first writing-off may appear. A great deal is expected from the special committee of enquiry appointed by the Premier with Mr. William Graham, the President of the Board of Trade, as chairman, and Mr. A. V. Alexander, the First Lord of the Admiralty, as his right-hand man. The committee's terms of reference are extremely broad, and cover the condition of the industry as well as the problem of its power to recover the home and export trades. This, together with the state of the coal, iron and steel industries, constitutes the dominant issue in British domestic politics, and it will be a great feat in the cap of the Labour Administration if the problems are properly handled. The matter is one of urgency and it is to be hoped that Mr. Graham will soon be released from his other great tasks at The Hague and Geneva. We are not at all certain that he could not afford to let some of these things rest in other hands.

Some excellent views of the damage caused by the recent typhoon will be shown at the Queen's Theatre during all performances to-morrow and Monday.

### DAY BY DAY.

RUMOURS ARE NUISANCES WHICH IT IS WISE NOT TO MOLEST, AS THEY WILL DIE OF THEIR OWN STENCH.—*Chaffield.*

It is notified that the name of A. G. Waller and Company, Limited, has been struck off the Register.

His Excellency the Governor has accepted the resignation by Second Lieutenant Ronald Dudley Read of his Commission in the Hongkong Volunteer Defence Corps.

The silk forwarded from here by the Empress of France on the 31st July arrived in New York (St. John's Park) on the 21st August, having been 21 days in transit.

The summons brought by Mr. Blok against Mr. Maher for abusive and insulting language, has been adjourned for hearing to 11.30 on Monday morning, before Mr. T. M. Hazlerigg at the Central Magistracy.

It is notified that at the expiration of three months, the Connaught Investment Co., Ltd., and the Kong Ah Co., Ltd., will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

A Chinese girl, seven years of age, was seriously injured yesterday through falling from the verandah of the second floor of No. 41, Austin Road. She was admitted into the Kwong Wah Hospital where it is stated that her condition is serious.

While endeavouring to repair electric wires which had been blown down by the typhoon outside his home at Mallory Street, Wanchai, Chu Kan, an electrician yesterday received a severe shock and dropped to the ground, unconscious. He was removed to the Government Civil Hospital.

The Harbour Master notices that vessels are prohibited from mooring to that part of the southern sea wall east of the sanitary dumping station in Yaumati typhoon shelter. To that part of the southern sea wall west of the sanitary dumping station vessels are allowed to moor in single line only.

The police have received a report from Mak Chung-ye, a partner of the Tai Kat Cheong piece-goods shop, in which the discoverer, and is now almost universally acclaimed as one of the extraordinary poetic geniuses of the world. Not so long ago the Shelburne Esau dismissed him as a bizarre self-deceiver of most questionable sanity.

Local estate to the value of \$17,700 was left by Leung Tau-shi, widow, late of No. 314, Canton Road, first floor, Yaumati, who died at No. 17, Po Shu Sam Lane, Honan, Canton, on April 4, this year. Probate has been granted to her son, Leung Sing-cho, ship's commander, who is the sole executor of the will and to whom everything is bequeathed, including No. 7, Stanton Street.

For the theft of a quantity of copper, a coolie employed at the Taikeo Docks was sent to prison for three weeks by Major C. Wilson this morning. The police stated that the man had a very peculiar gait when seen walking out of the Docks. It was discovered, on a search being made, that he was heavily weighted down by a piece of metal being secreted in each shoe, with a further ten pounds of similar metal tied to his legs.

### ENGLISH COUNTY NAMES.

#### CHOSEN FOR KOWLOON TONG ESTATE.

Typically English names have been chosen for various streets in the Kowloon Tong Estate, according to intimations in the current issue of the *Government Gazette*. Here are some of the new names:

Cornwall Street.  
Suffolk Road.  
Kent Road.  
Somerset Road.  
Devon Road.  
Dorset Crescent.  
Norfolk Road.  
York Road.  
Rutland Quadrant.  
Cumberland Road.  
Surrey Lane.  
Lincoln Road.  
Essex Crescent.  
Stafford Road.

## LITERARY TENDENCIES.

The Perspective of a Century.

The mere passage of a hundred years in time does not provide any magic formula for the correction of false estimates or the establishment of true ones in literature. Yet perhaps a whole century must elapse before we can hope to see the achievement of any age in adequate perspective. Half a century will not suffice because an immediately succeeding generation is not only too close to the period in question, but almost inevitably shows itself in some revolt against the temper of that period. Another half century must pass for the dispassionate and thorough sifting of the facts, which is the necessary foundation in the formation of fair judgments.

If this be accepted as a critical axiom, then the passage of the years alone has at last placed us in a position to discover that complex and brilliant achievement which we call the Romantic Movement in its true light for the first time. It is now a century since the last records of English Romanticists were written. In 1829, among the greater of them, Byron, Shelley and Keats had passed from the scene. The characteristic work of Coleridge, Wordsworth and Scott was done. Others, like Southey, Lamb and Hazlitt had spoken their most important messages to their time.

Now, in 1929, it is we only who can, as it were, listen to the accent of their words through the amplifier of a century, and understand what they were trying to say. And this is one of the apparent paradoxes in the interpretation of literature: we lose certain lesser values—special idioms and temporary allusions—only to win the larger values which loom up in truer proportions against the expanding background of the years.

Even a casual glance at the prevailing views of the great Romanticists through the nineteenth century shows how limited and distorted was the outlook of even the most enlightened critics. Such critical astigmatism resulted in the superficial misinterpretations, the position that the chief Romanticists were eccentric geniuses with unruly emotions and undisciplined imaginations which made them, to say the least, hazardous guides to profound thinking and sound conduct; and that assumption being radically revolutionaries breaking radically with the past and announcing insurgent doctrine and aesthetics.

As illustration of the first error we need only recall that the patient accumulation of the facts within a scant decade or two has transformed our knowledge of at least five of the major personalities of the Romantic period. Within that time William Blake has been practically discovered, and is now almost universally acclaimed as one of the extraordinary poetic geniuses of the world. Not so long ago the Shelburne Esau dismissed him as a bizarre self-deceiver of most questionable sanity.

Wordsworth himself, in the academic world at least, was suspected of a dangerously sentimental obsession for simple country folk and for all the fancied meanings of outer nature. He was supposed to urge unrestrained reveries and complete reliance upon the feelings. Only in very late years have we come to understand his profound contributions to political thought and the richness and depth of his ethical wisdom. We have disproved Arnold's view that his poetry had no philosophy and the more widespread belief that when he tried to philosophize he ceased to be poetic. Even more sweeping perhaps is the change in our estimate of Coleridge.

Of Coleridge as a poet we no longer shake our heads dolefully over the fragmentary and misty visions, for in such an exhaustive study as Professor Lowes' "Road to Xanadu" is revealed one of the most omnivorous and systematic intellects, with an incredible command of literature in all fields, striving to interpret the best philosophy of the ancient world in terms of the new German idealism. Instead of regarding him as a capricious dreamer we have at last recognized his insistence upon the rational power that "controls, determines and modifies the chaos of association."

For Keats and Shelley "the only privacy left is the privacy of glorious light." Culminating in the well-known exhaustive biographies which have appeared within five years, our increasingly thorough understanding of them has dispelled universally held misconceptions of a radical nature. Instead of the sensuous visionary with a preternatural gift of melting image but quite devoid of intellectual and moral vigor, the younger poet now stands forth as an original, virile thinker eagerly

pursuing the best thought of the past. Just as fully in Shelley have we found at last no mere unbalanced enthusiasm dominated by the absurd Utopia of Godwin, but the inspired spokesman of the idealism of Plato and Spinoza transformed into pictures of unearthly brilliance.

What a profound and clarifying change is this in our outlook upon these five great figures of that time! Yet even more important perhaps, as it is certainly more comprehensive, must appear our corrected perspective of the vast movement which they represented. Only within the present century have we come gradually to see that Romanticism expressed no sharp break with the thought of the eighteenth century or earlier times; that it was not so much a revolution as an evolution. Although the general temper of neoclassicism was dominant for two or three generations before Blake and Burns, we now understand that the most apparently unregenerate Augustans in some what restrained manner really admired most things romantic—"from moon-light to Milton." We now regard Romanticism as the expression of the questing urge in human nature, voiced in varying degrees in different times and finding singularly complete and exuberant outlets in a group of geniuses a century ago.

As the men and the movement now emerge in the full light of the appreciation so hastily sketched here, we need hardly remind ourselves that the values of this vastly enlarged and more accurate interpretation have far more than academic meaning. The events, both visible and invisible, of these momentous decades constitute one of the turning points in human progress and have of course determined the direction of a swiftly changing civilization in the century which has just passed. Expanded by the rapid developments which followed, the influence of the Romantic period have largely moulded our own thought.

It is therefore important for each one of us at the present time to understand as clearly as possible the elements of the thought which is in the very air we breathe, not to speak of the timeless values in the greater literature of the Romantic period. With full recognition of the human values thus revealed we shall also wish to pay homage to the army of obscure scholars whose minute and countless researches have slowly recovered and arranged the facts in the patterns of true interpretation. It is through their efforts alone that we can now see this crucial age in a perspective illumined with full light. They have grasped the opportunity presented from the vantage point which we enjoy. Their patience and insight have utilized the necessary passage of the years for the illumination of what time alone can bring.

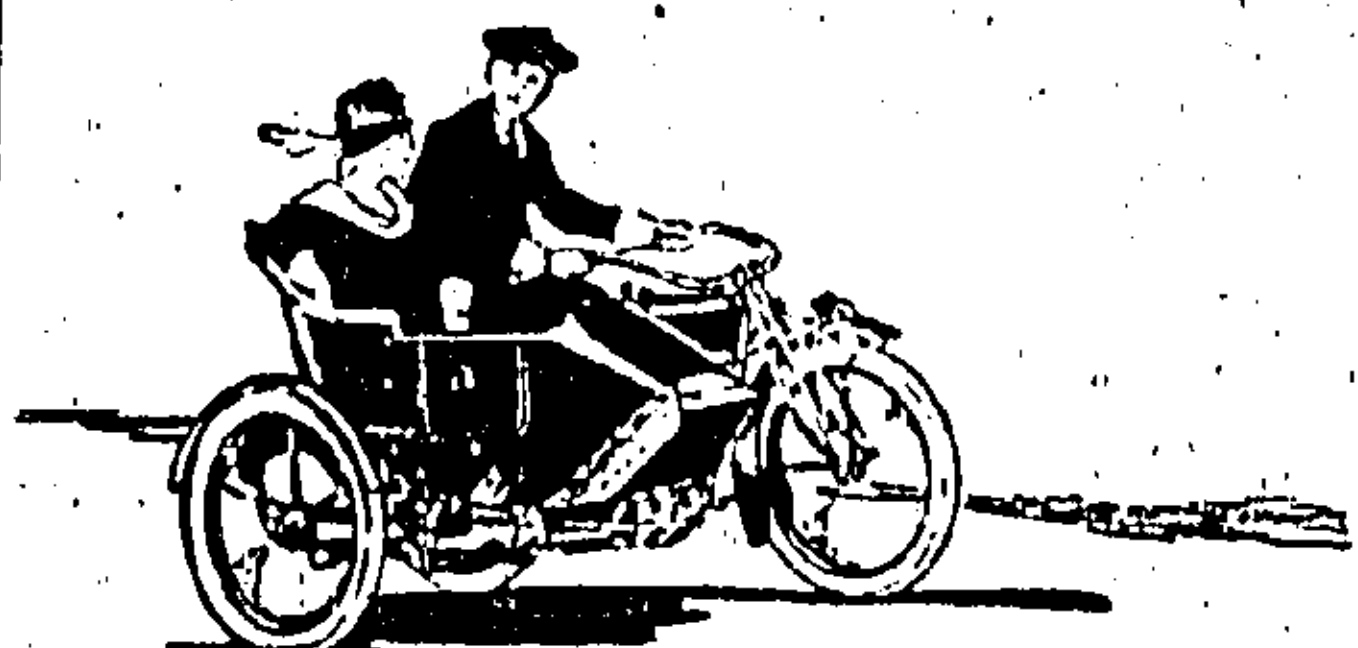
As I remarked at the beginning, the elapse of decades does not produce any magic formula for the correction of false estimates and the formation of true judgments, but the scholars to whom we are so deeply indebted have used the simple magic of devoted research to show us the Romantic Movement in its true proportions and meaning.

It happens also that we have to-day still another advantage in our effort to understand the Romantic outburst of a century ago. For we are living in an age which shows surprisingly close parallels in temper. Ours too is a time which keenly scrutinizes the standards and conventions of the past, which frankly revolts against much that is traditional and which is determined to experiment for itself. Contemporary poetry which is a significant index of the mood of the time showed an exceptionally sharp break with prevailing forms between 1910 and 1915, exactly one hundred years after the Romanticists were reaching out for new and richer modes of expression.

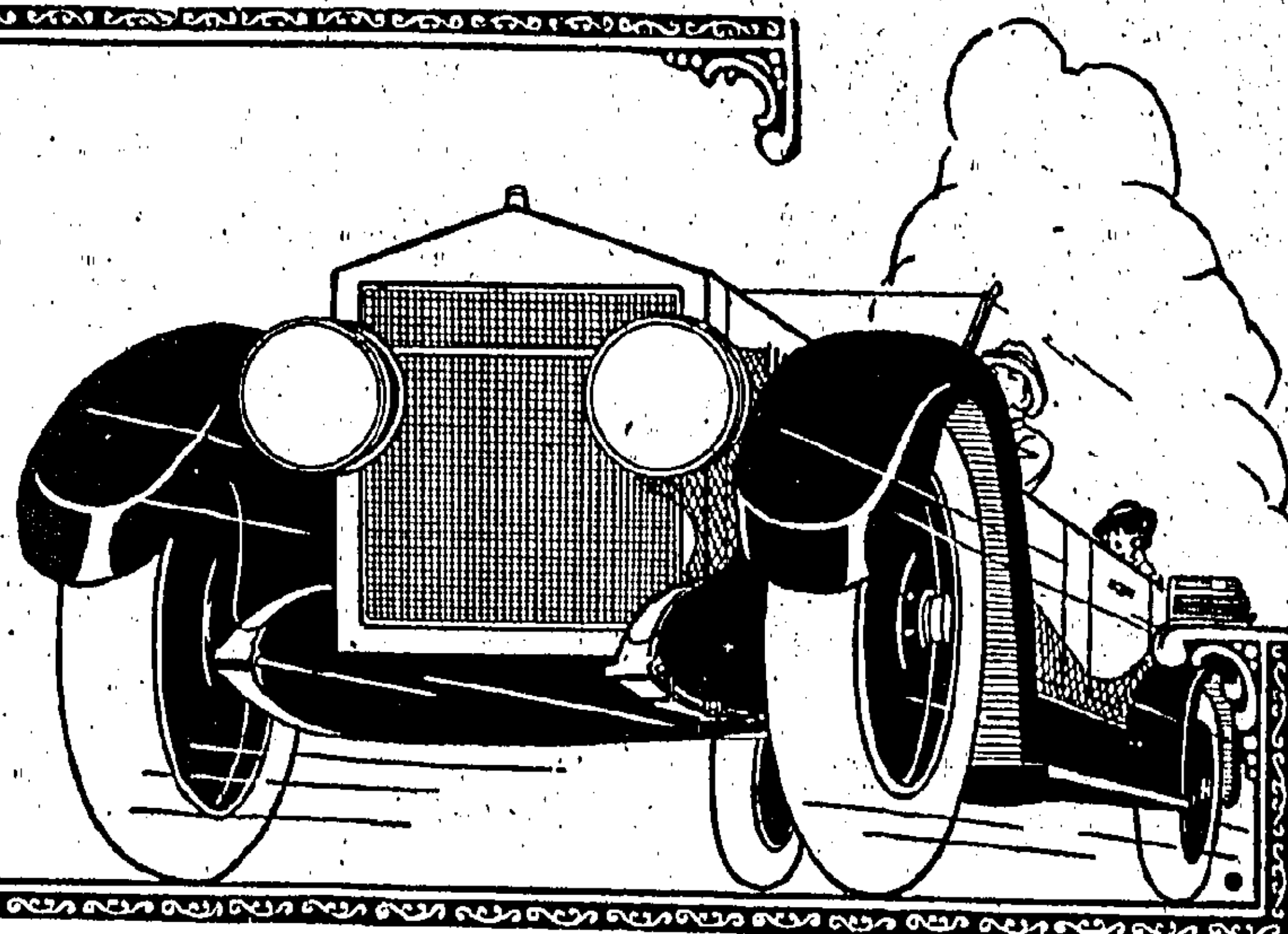
The programme of the Imagists announced in 1916 is almost identical with the new poetic creed of the greater poets of Wordsworth's age. So in other spheres of literature and thought our time is marked by the same daring and questing impulse. Not only then through the illuminations of the scholars but through the light from our own time can we appreciate with peculiar sympathy that great period which we find strikingly deflected in ours. Sometimes we can imagine that the century had not passed, but that with slight changes we ourselves were living again in the days of the Romanticists themselves.—P. K. in the *Christian Science Monitor*.



# MOTORING SUPPLEMENT



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SATURDAY, 24th AUGUST, 1929.  
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## CURRENT COMMENT

### "Jay Walking."

Some years ago, the above term was coined in order to define those pedestrians who aimlessly wander across busy streets, not only exposing themselves to danger from automobile traffic, but causing a danger to drivers and passengers in motor vehicles. Since that time, the term has been generally adopted in many countries, and "jay-walking" has become an offence against traffic regulations. Although it may be quite correct to assert that the pedestrian has a right to the road, the time has come when it is necessary to emphasize that the right does not imply that there is a sort of road-freedom, and that motorists must take second place in using thoroughfares. Modern conditions must favour the motorist, otherwise there would be constant traffic obstruction brought about by pedestrians exercising their rights.

### In Hongkong.

This "jay-walking" has long been a positive nuisance to Hongkong motorists, and some definite regulation should be laid down dealing with Chinese who seem to delight in stumbling across the road in front of motor traffic, frequently making it necessary for the motorist to hurriedly apply his brakes in order to avoid knocking them down. We believe we are right in saying that some time ago, the Traffic Department issued leaflets which were posted up in prominent positions, instructing pedestrians in the procedure to adopt when crossing roads. It cannot be said that any great measure of success has been achieved by the method, and the time has come when Chinese pedestrians should be taught in a manner more likely to bear good result, such as the imposing a small fine, in cases of wilful disregard of oncoming traffic. It cannot be denied that the matter is a peculiarly difficult one when dealing with Chinese pedestrians, but in the interest of road-safety, a fairly drastic remedy will have to be applied.

### Those Trees.

We have frequently referred to the danger caused by the trees which line the Wong-nai-Chung

Road, but so far, no steps have been taken to remove the danger. It may be that the desire to preserve the picturesque effect created by the trees, overrules the aspect of public safety, but if such is the case, the object is entirely wrong. There is very little room to spare when a motor car passes a tree-car moving towards it on its right, the space between the trees and the tram being not much more than a car's width. In the case of large lorries, the danger is much greater. The traffic on the road is quite heavy, but it may be that the district being somewhat out of the way, sufficient attention is not paid to the matter. Motorists residing in the neighbourhood, however, are entitled to consideration, and judging from the frequent complaints we receive, the unanimous opinion of those who use the road daily, is that the trees should certainly be removed without further delay. Surely it will not be necessary for a fatal accident to occur before action is taken.

### Speed Limit to Go.

It is understood that the Royal Commission on Transport, whose interim report was recently issued in London, will make recommendations on the following lines:—

"That the speed limit for private cars of twenty miles an hour on the open road be abolished.

That a speed limit for public service vehicles be maintained, but higher than twenty miles an hour.

That a general charge of driving to the public danger be substituted for several existing offences.

The latter commendation will contain the proviso that danger must be proved in evidence."

A matter of fact, the speed limit law throughout the British Isles has not been enforced for many years excepting in certain districts, it being generally agreed that a limit of twenty miles per hour for modern motor cars is absurd. In some parts of the country it is quite safe to open up to even 50 m.p.h., and many motorists do enjoy such a policy when the road permits it, by substituting a charge of driving to the danger of the public, a much safer basis is established.

## MARMON GROWTH.

From Humble Origin to  
Huge Concern.

### 67 ACRES FOR WORKS.

Significantly, Marmon is celebrating its seventy-eighth birthday in the field of precision machinery this year with the introduction of the new Roosevelt. During its seventy-seven years of steady growth, the Marmon institution has grown from a one-room cabin with a single forge to an institution covering 67 acres.

## FERRIS WHEEL PARK.

Seaman's Novel Idea.

### CARS IN THE AIR.

Ingenious schemes to solve the parking problem have been put in the shade by the invention of an American sailor, Hans Sorenson.

His idea is a Ferris wheel, fitted with compartments for cars in lieu of carriages. The wheel could accommodate 60 cars and would occupy only 10 per cent. of the space they would require if parked on the ground. It would be operated by a motor and have concrete dummies to put in unoccupied compartments to maintain the balance.

The idea, which has not got past the blueprint stage, struck Sorenson during an illness, in which his disordered mind kept harping on the New York traffic tangles. But there seems to be more in it than the ravings of a fevered brain.

### ALUMINIUM'S USE.

Seventy-five per cent. of 1929 model cars now being built in U.S.A. are fitted with aluminium pistons.

## NEW "EIGHTS."

Replacing 6-Cyl. Cars.

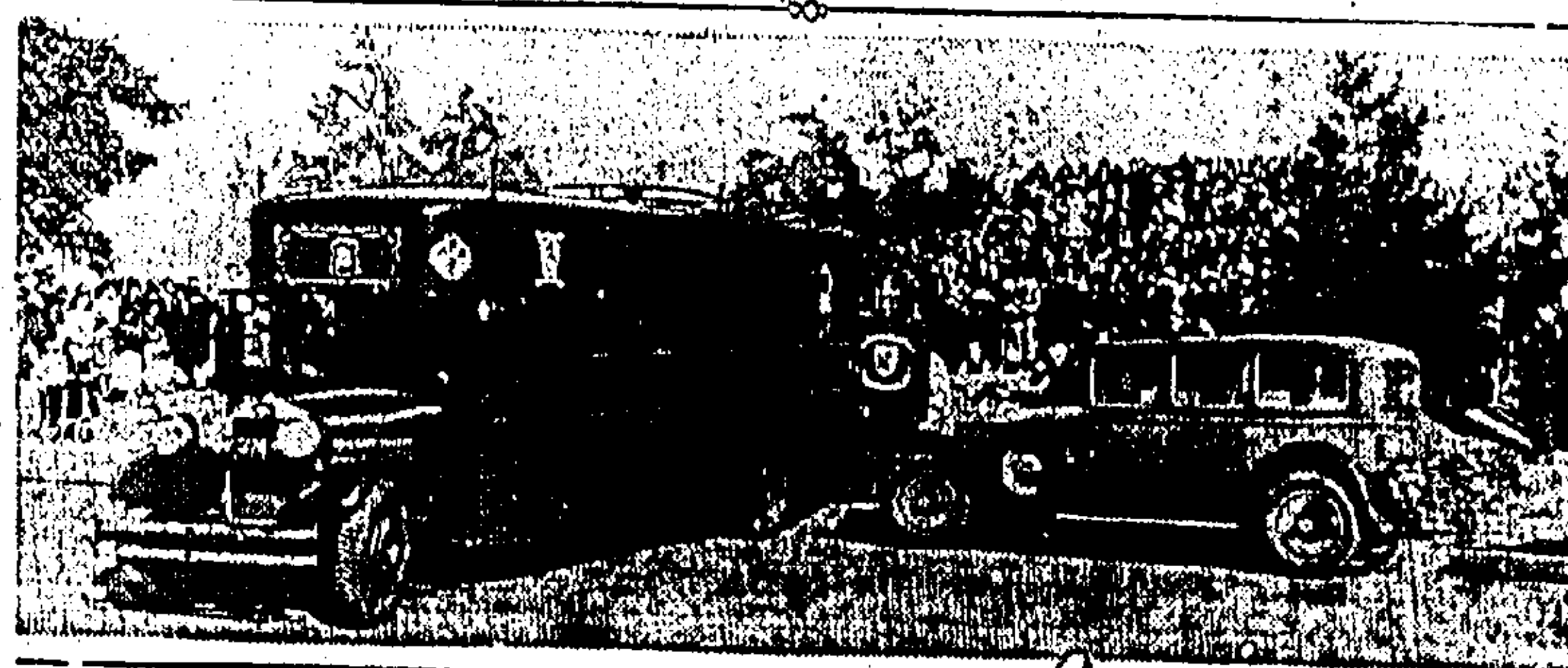
### POPULARITY GROWS.

That the eight-cylinder automobile is replacing the six in popularity in the United States is shown in a recent compilation made by Studebaker. Eighteen leading cities were selected, and registrations of eight and six-cylinder cars, which list above \$1,000 in the U.S., were compiled for a period of four months in 1929 and compared with registrations during the same period in 1928. Eight-cylinder registrations increased 82 per cent. while six-cylinder registrations registered a loss of 8 per cent. Registrations of eight-cylinder cars in this particular price group were 27,239 for the first four months of 1929 against 9,492 during the corresponding period in 1928. In the same price class, six-cylinder models registered 49,165 in 1929 as against 53,179 in 1928.

To test the reliability of this compilation, Studebaker made similar comparisons in eight leading states. In this comparison eight-cylinder registrations increased 90 per cent. during the first four months of 1929 over the same period in 1928, while six-cylinder registrations showed a 13 per cent. loss.

As a final test ten counties, sections of states, none of which contained a metropolitan city, were selected by Studebaker and registrations compared on the above basis. Six-cylinder registrations increased 13 per cent. while registrations of eights increased 315 per cent.

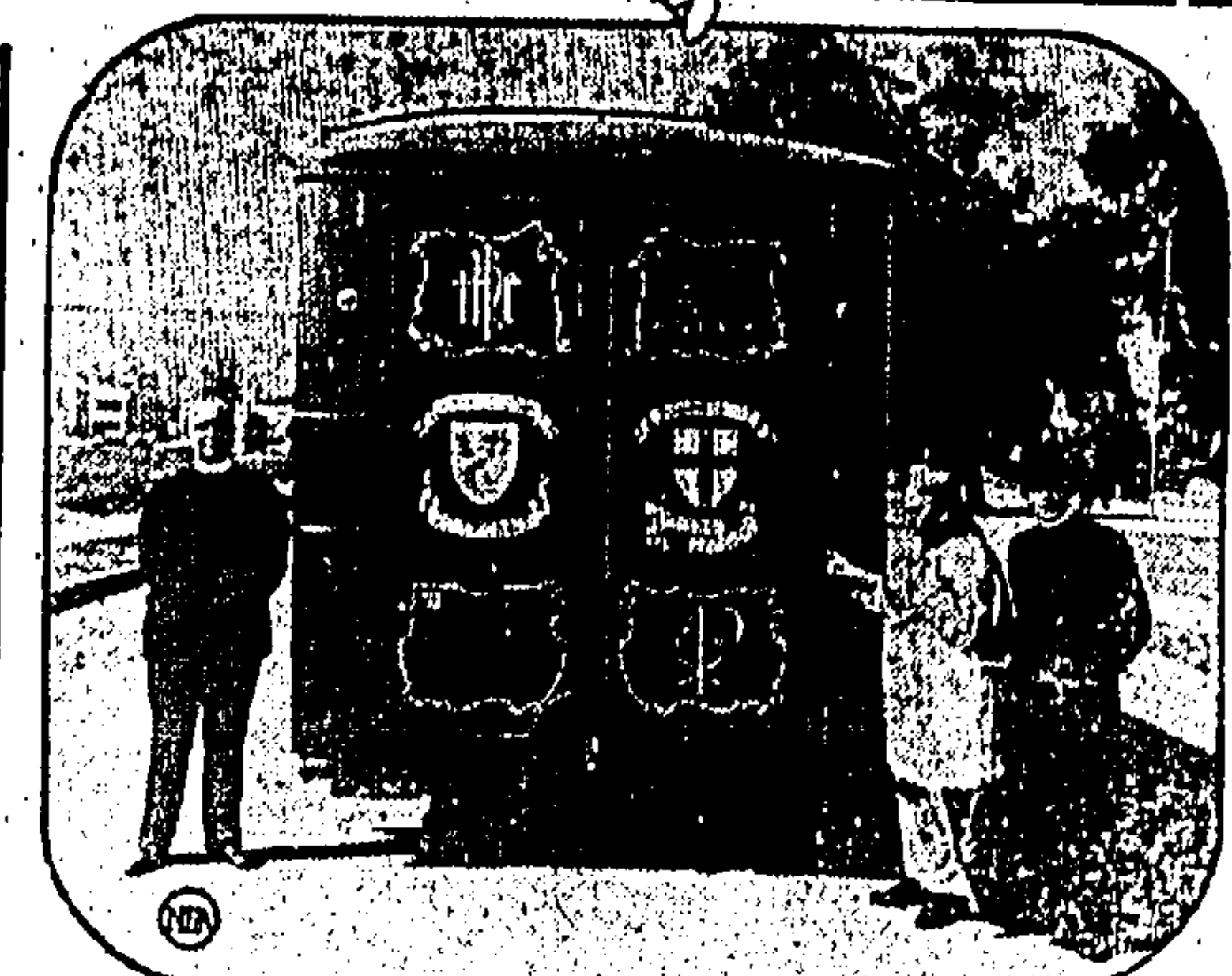
## CATHOLIC CHURCH ON WHEELS.



In the far-flung Catholic diocese of Monterey-Fresno, Calif., where churches are widely scattered, the problem of attendance is being solved by a church on wheels. Mounted on a White bus chassis, this unique church, complete in every detail, makes regular rounds through the outposts of the diocese.

The altar is in the back of the bus. The doors open sideways, a flap drops to the ground, revealing the altar, and the priest and altar boys take up their positions for worship. The congregation stands outside. Part of the interior has been fashioned into complete living quarters, embodying a kitchen, sleeping berth and a radio. The exterior is ornate and carries all the atmosphere of a regular church. At scheduled hours, the bus rolls into a part of the diocese, opens its doors to the assembled audience, and mass begins.

Above is shown mass being celebrated before a crowd of wor-



shippers miles from the nearest church. At the right are shown, left to right, Rev. Bruno Hagaspiel, Bishop John B. MacGinley and Rt. Rev. Leo J. Kulleck. All three have accompanied the car on numerous trips throughout the diocese.

### ROLL IN.

Rotarian Motor Rally.

### NOVEL CONTEST.

The Rotary Club of Paris has organised a rally of motoring Rotarians in all parts of the world. This will be a contest from any town in the world possessing a Rotary Club, with Paris as the objective. The Rotary Club officials act as starter, but competitors can fix their own starting time and route. Speed is limited to 31 miles per hour, and time allowed for steamer passages, frontiers crossed, embarkation and disembarkation. Competitors will note these times on a card, which is to be handed in on arrival in Paris.

### PARKING THE DOG.

A garage in Piccadilly (London), has made provision for parking dogs while their owners are away at dinner or the theatre. There are kennels for 40 dogs with an experienced attendant in charge. Dogs may be left there all day for a charge of 2s. including food.

## MERRY MONTH OF MAY.

Production Piles Up.

### THREE NEW RECORDS.

Last May was a record-breaking month for several motor manufacturers in the U.S.A.

The Chevrolet plant turned out 160,895 cars and trucks—a record for this company in monthly production. The previous records were 157,137, last April, which broke, that of 140,775 for May 1928.

The Hudson-Essex Company shipped 42,086 Hudson and Essex cars. Their highest previous production figures for a month were

32,000 in May last year.

For the second month, in succession the Graham-Paige Company set a new record with a total of 11,677 cars in May, beating the previous record of 11,550 cars established in April.

Ford produced a total of 46,050 cars for the week ended June 8.

### DOCTORS EXEMPT.

Eight American states now exempt physicians from speed laws when answering emergency cases. They are: Arizona, Arkansas, California, Minnesota, Nebraska, New Jersey, New Mexico and Texas.

## 1930 HARLEY DAVIDSON

## EXPECTED SOON

350 c. c. Side or Overhead Valve

THE NEW

500 c. c. Single

THE FAMOUS

750 c. c. Small Twin

THE SUPER

1,000 c. c. Big Twin

(For Solo or Side-car)

BOOK YOURS TO ARRIVE  
ONLY A FEW LEFT!

## THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Tel. K. 1242

2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND  
ACCESSORIES IN STOCK.



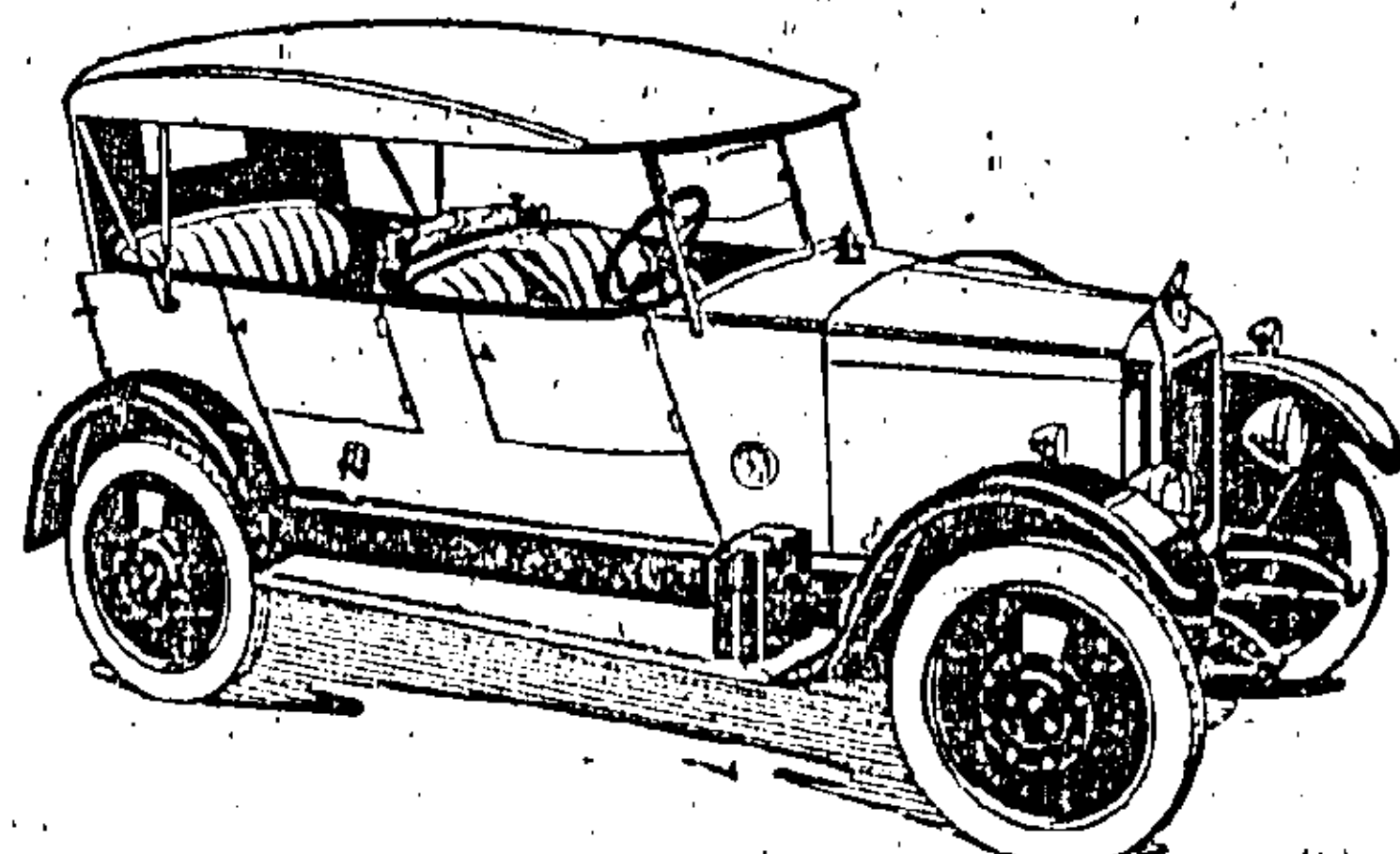
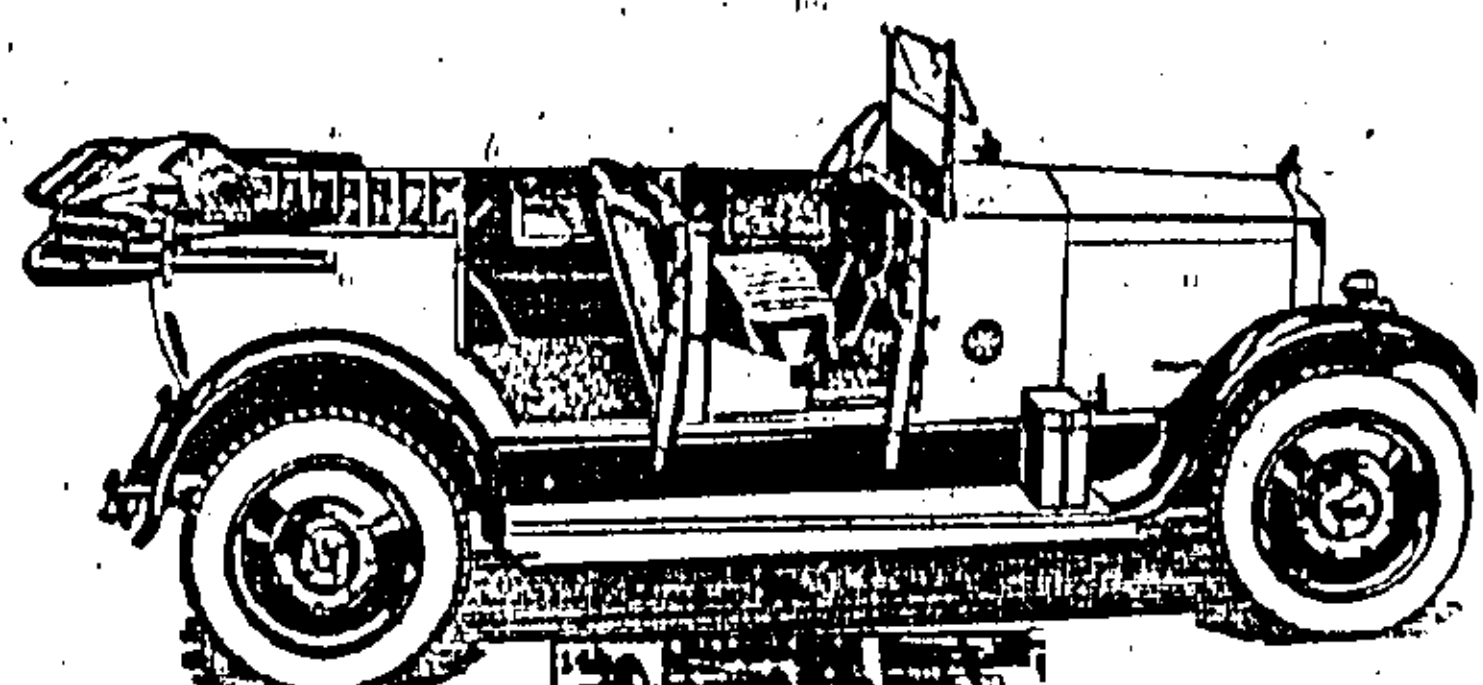
## The 6-Cylinder New 12 Horse Power

ARMSTRONG SIDDELEY CAR  
must draw your attention!!

SMOOTH RUNNING, EASE OF CONTROL, GREAT POWER RESERVE, AND RAPID ACCELERATION ARE THE OUTSTANDING CHARACTERISTICS OF THE 6-CYLINDER 12 HORSE POWER MODELS. PERFECTLY SPRUNG, THEY HOLD THE ROAD FIRMLY AT ALL SPEEDS.

THE IMPROVED DESIGN AND CAREFUL MANUFACTURE OF THESE MODELS GIVE THEM A DEGREE OF RELIABILITY AND EFFICIENCY THAT IS UNSURPASSED.

THE WIDE RANGE OF MAGNIFICENT DESIGNS AVAILABLE COVERS ALL NEEDS.



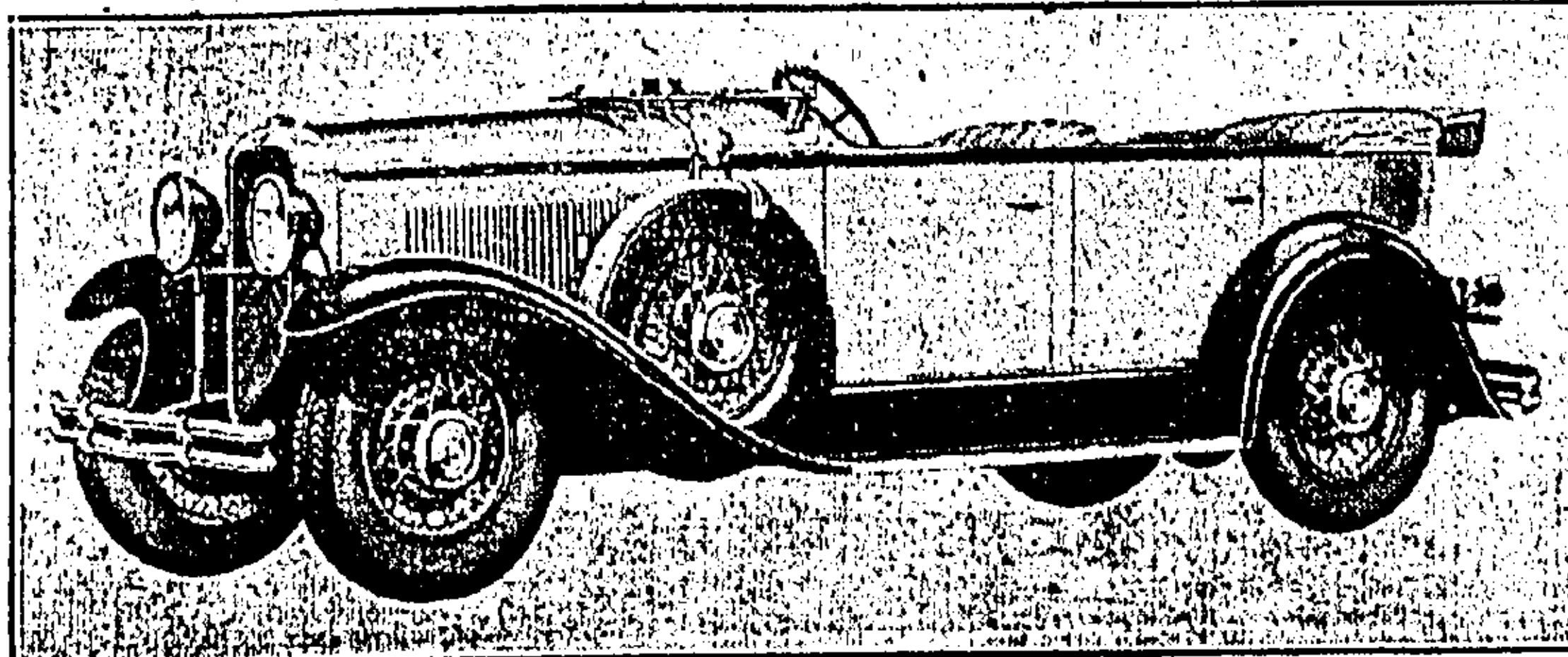
HONG KONG DELIVERED PRICES	
ROADSTER .....	£289
TOURER .....	£289
FABRIC SALOON .....	£319

Complete with Triplex Glass, Spare wheel, Tyre and Tube and One Extra Hand Horn

**THE HONG KONG HOTEL GARAGE**

25 Queen's Road Central Tel. Central 4759.

### WHY BUICK CALLED ITS NEW CAR "MARQUETTE."



"As a matter of historic interest readers of your newspaper may want to know how the name of this new car was selected," said Mr. M. B. King of the Dragon Motor Car Co., Ltd., local agents for Buick motor cars, to a representative of this paper. "The name of Marquette was carefully chosen by the Buick Motor Company, manufacturers of 'Marquette.' It is a name famous in Michigan, the state whose inventive genius and industrial hardihood gave birth to Buick in a decade when any automotive venture was viewed askance by capital. Marquette

was one of the great travellers of his day, a French pioneer, braving the then North American wilderness to make new discoveries. Marquette explored 2,600 miles of territory, travelling down the Ohio, Illinois, Wisconsin and Mississippi rivers through territory peopled with hostile savages. For protection he relied upon the fragile vessel which carried them and upon a hardy determination to win through.

"Cities have been named for Marquette. A great railroad in U.S.A. bears his name. In several languages many books have

chronicled his accomplishments. How natural and how fitting that when Buick creates a new product, destined to become a pioneer of the Buick name in new fields, a new price class and size, that Marquette's name should be chosen.

"The background of Buick provides for Marquette the qualifications of endurance and performance which are compatible with the name."

The first shipment of "Marquette" cars will arrive next week.

#### SAFETY 'PLANE.

Sheds Its Engine.

GLIDER IN EMERGENCY.

A new plane which can drop its engine and fuel tank is the latest development in aviation in the U.S.A.

For years the inventor, J. B. Abren, of San Francisco, has been working on the idea of eliminating the risks of fire in the air, and forced landings through an engine going out of action. The engine and fuel tank are so fitted in the fuselage that they can be released in the air, leaving the plane as a glider.

Freed from the weight, the plane can then glide over much greater distances in search of a landing place, and its landing speed is only twenty miles an hour.

The ability to drop the fuel tank greatly reduces the risk of total destruction by fire.

#### WORLD'S LARGEST.

Ford Plant at Dearborn.

#### HUGE FIGURES.

With production of the Ford Motor Company in full swing, the big Rouge Plant at Dearborn, the largest manufacturing establishment in the world, has become the scene of the greatest activity in its history.

Reports covering a month's operations show the receipt of 9,009 carloads of material and the shipment of 8,797 carloads of products from the plant.

Incoming shipments consist largely of coal, ironore, the latter being unloaded from like vessels at the Ford docks on the Rouge River, limestone and sand, with numerous consignments of materials used in smaller quantities, while the Rouge Plant sends out for sale not only automobiles and automobile parts, but also coke, cement, scrap and various other by-products saved through manufacturing efficiency.

Within the Rouge factory enclosure are 92 miles of railway, on which an average of 2,000 cars are handled daily, including those used for intra-factory movements. Approximately 350 freight cars carry products from this factory each day. The bulk of these shipments is composed of automobile parts consigned to 32 other assembly plants in the United States and to foreign plants. Model A Ford automobiles assembled at the Rouge Plant are delivered to dealers under their own power, as the plant assembles automobiles only for the Detroit area.

For the Rouge and Highland Park plants combined, 11,234 carloads of material were received in the month and 11,199 carloads of products went out from these factories.

#### DUTY FREE.

Cars as Baggage.

Amendments to the U.S. Custom regulations permit the importation of motor cars by visitors for a period of 90 days free of duty.

The United States Shipping Line have followed suit, and will now carry cars as passengers' baggage.

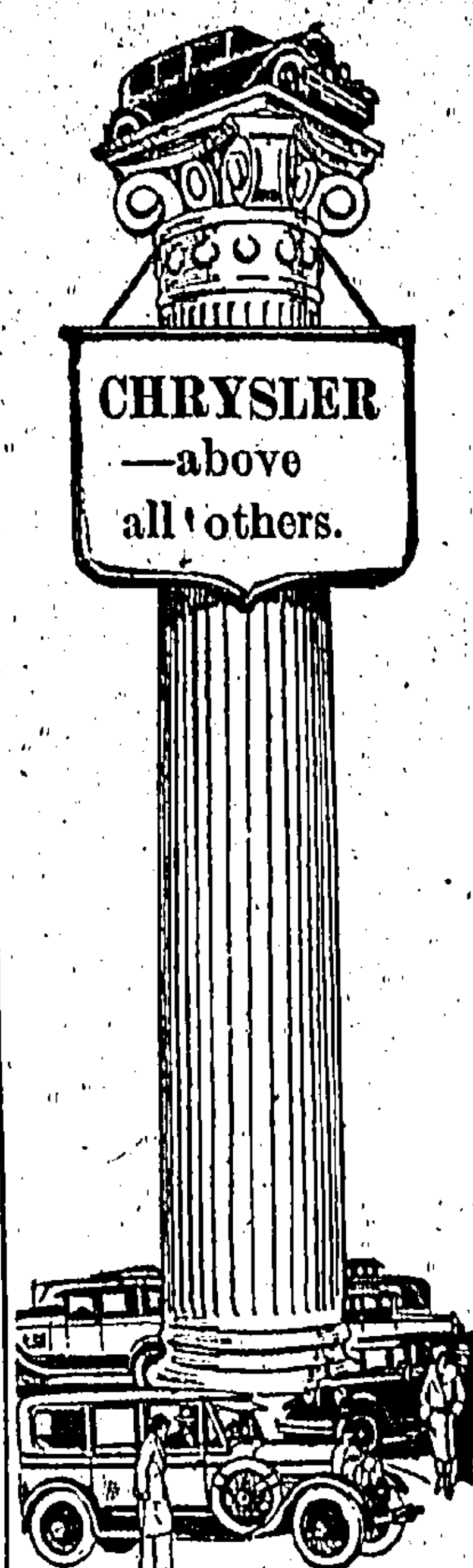
#### SINGAPORE TO ENGLAND.

Morris's Long Trip.

Two Indian motorists, M. Canagansaby and G. Pillary, have recently driven from Singapore (F.M.S.) to Birmingham (Eng.).

Using a second-hand Morris Cowley, which had already done 15,000 miles, they drove across India, Afghanistan, Persia, Iraq, Syria, Turkey, Bulgaria, Serbia, Hungary, Austria, Czechoslovakia, Germany and France to England.

The whole distance—14,000 miles—was covered without a serious breakdown and on one set of tyres. Seventeen and a half gallons of oil were used.



SOLE AGENTS

**The Republic Motor Co. of China.**

(Successors A. LUNG & Co. Auto Dept.)

30-32, Des Voeux Road

AND STILL INCREASING.

The number of automobile tyre casings increased in the United States from 6,600,000 in 1913 to 77,900,000 in 1928, the Rubber Manufacturers Association reports.

## NOW ON DISPLAY

Marquette—product of General Motors and companion car to Buick is now on display.

Come in and examine it. Take it out where the hills are steep and the open road invites you to speed along. We're confident that you'll agree with everyone who has driven it that it more than measures up to Buick's reputation for comfort, dependability, performance and value.



**MARQUETTE**  
BUILT BY BUICK

**THE DRAGON MOTOR CAR CO., LTD.**

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

**THE MOTOR UNION**  
INSURANCE CO. LTD.  
Incorporated in England  
(Under the auspices of the Automobile Association)

**BEFORE INSURING CONSULT US ON OUR COMPREHENSIVE POLICY**

For full particulars apply to:—  
**THE UNION TRADING CO., LTD.**  
York Building. Phone C. 587.

## THE TRUSTY "TRIUMPH"

*Is a Triumph of the British Motor Industry!*

**TRIUMPH SUPER SEVEN (FOUR SEATER)**  
THE FINEST SMALL CAR IN THE WORLD.

**TRIUMPH MOTOR CYCLES—**  
LATEST MODELS C.S.D., C.N., C.O.

Inspection Invited.

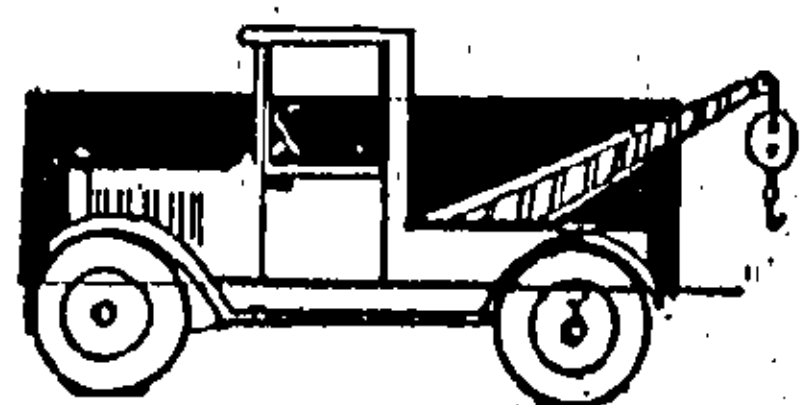
Sole Agents in Hongkong & South China:—

**THE GLOBE AUTOMOBILE CO., LTD.**

1, Canton Road, Kowloon.



IN CASE OF BREAKDOWN



Phone C. 3193  
LANE, CRAWFORD, Ltd.  
For MODERN MOTOR SERVICE.

# Hongkong Telegraph.

Pictorial Supplement

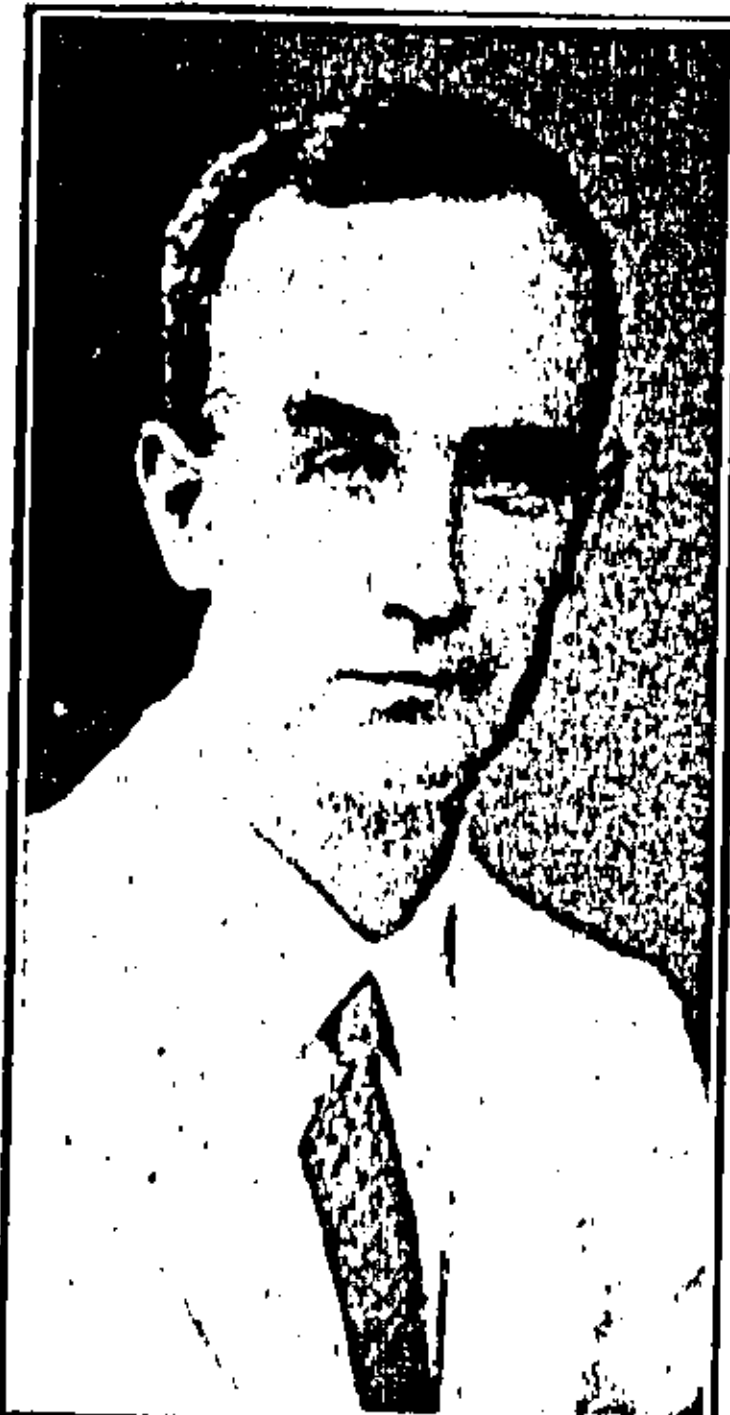
August 24th, 1929.

YOU HAVE THE COURAGE TO  
INVEST MONEY IN MER-  
CHANDISE ..... TELL  
THE PUBLIC ALL ABOUT IT!

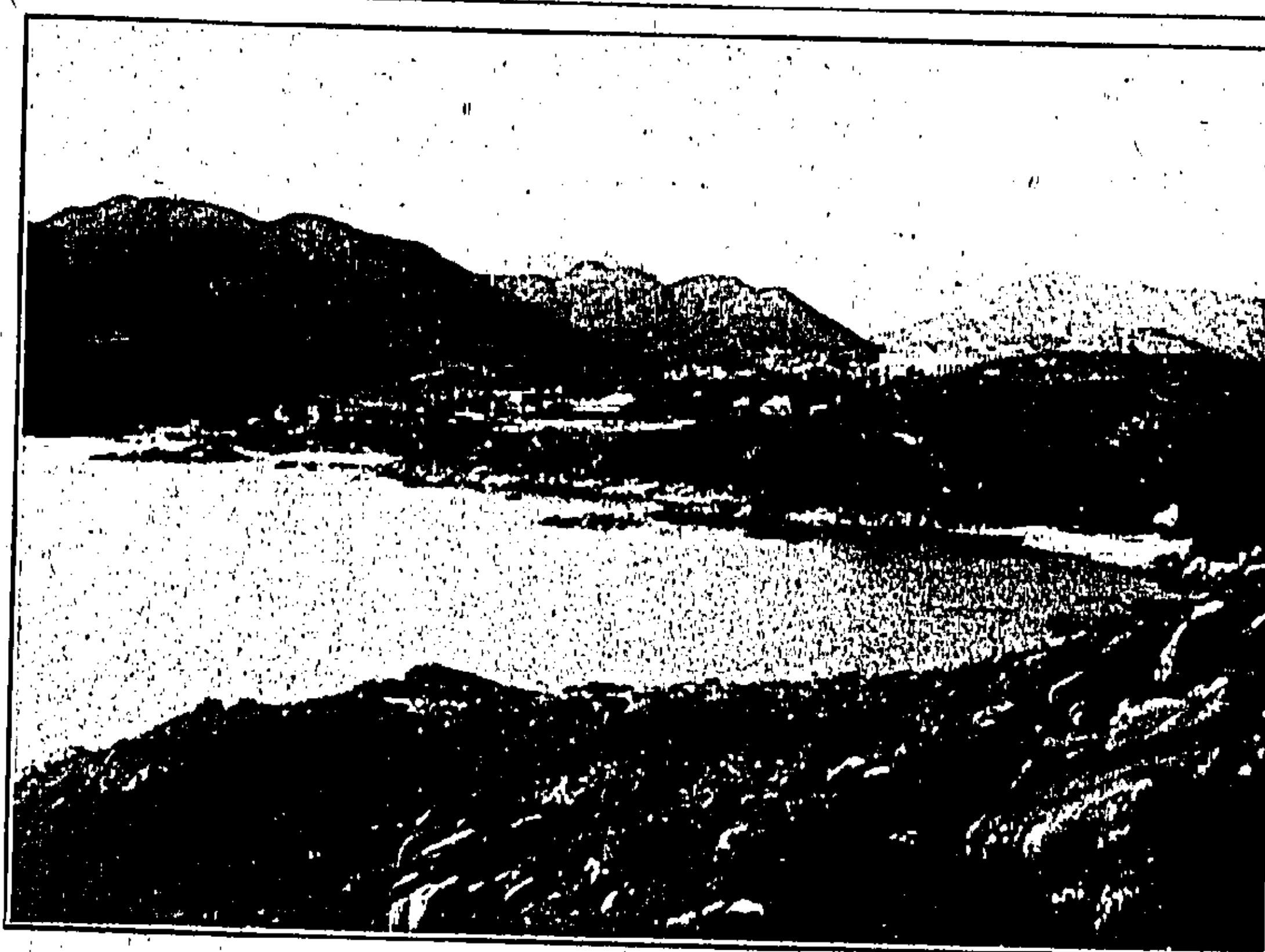
In other words—  
**ADVERTISE IN**  
"THE HONGKONG TELEGRAPH."



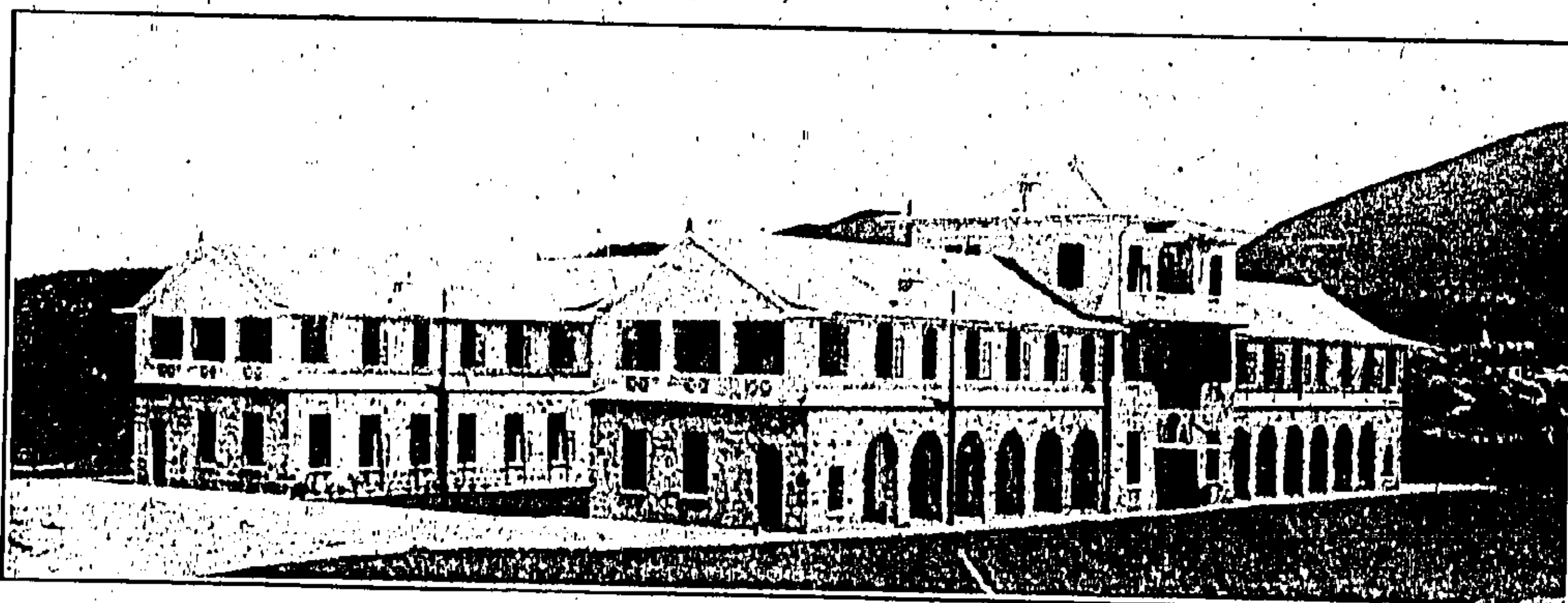
Civil Service lost to the Kowloon Bowling Green Club on Saturday by 79 to 53. The above snapshots were taken during play, the match taking place at Happy Valley. (Photos: Mee Cheung).



The Rev. E. K. Quick, the well-known cricketer, who has just left for Shanghai on his appointment as Head-master of the Cathedral School.



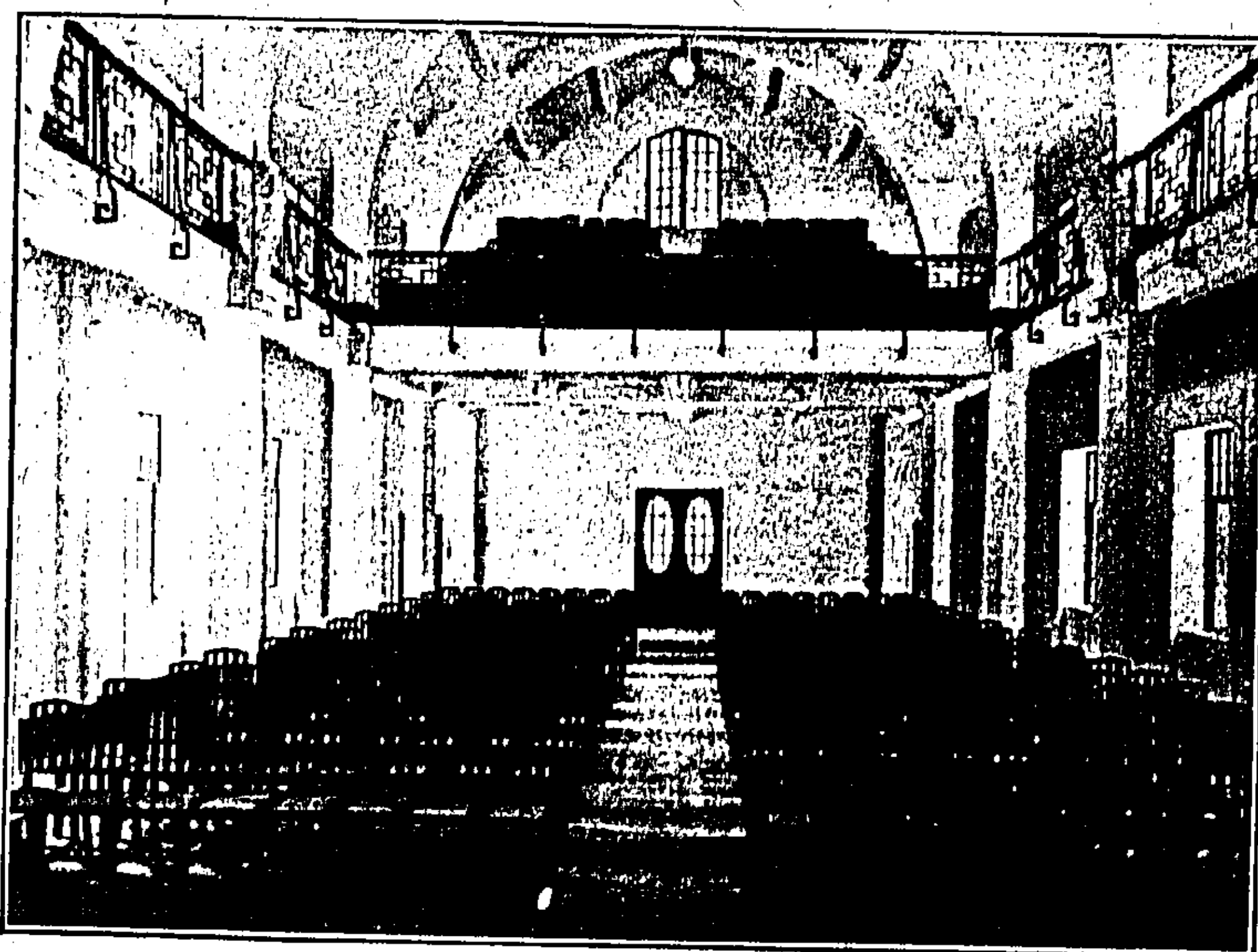
A charming picture at Stanley, showing the new St. Stephen's College on the right.



Picture shows the main building of St. Stephen's College at Stanley, which has been in occupation for several months now. The well-lighted and airy classrooms are on the ground floor, and the boarders' rooms on the upper floor.



Craigengower, by defeating the Police on Saturday by 75 to 39, established their position at the head of the First Division of the League. Picture shows the No. 3's measuring a doubtful shot. (Photo: Mee Cheung).



Here is seen the fine Assembly Hall of the new St. Stephen's College at Stanley. It is capable of seating five hundred persons.



The bathing beach at Stanley, in convenient proximity to the new St. Stephen's College. It is very popular with the students.



Craigengower secured a surprise win over the Civil Service in the Second Division of the Lawn Bowls League on Saturday, victory being secured by the narrow margin of three points—60 to 57. Picture shows one of the heads, nearing completion. (Photo: Mee Cheung).



**NO SPOTS,  
DIRT OR  
STAINS**  
in This Package

Everything in it has gone through our cleaning process that removes soot, mud, paint and other stains entirely without the slightest harm to your clothes. No matter how well dressed you are you cannot have that "spick and span" feeling unless your clothes are perfectly clean. Our prices are right.

**THE INTERNATIONAL  
DRY-CLEANING AND  
DYEING CO.,**

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143, Wong Nei Chong Rd.  
73, Gaine Road,  
36, Nathan Road.

88, Tai Sap Po, Canton Branch.



IF  
NOTHING  
BUT THE BEST  
WILL SATISFY YOU—  
Buy it from  
**THE DAIRY FARM**

The Dairy Farm, Ice, &  
Cold Storage Co., Ltd.



**VEGETABLES  
CHOICE and PURE.**

**THE CLOVER  
FLOWER SHOP**

ICE HOUSE ST. Tel. 638.

**GORDON'S**

Hongkong's  
Footwear  
Fashion  
Centre

KAYAMALLY  
BUILDING.



THE MODERN GIRL  
DEFENDED.VIEWS OF ADMIRAL SIR  
ROGER KEYES.

"I don't share with some of my generation a horror of the modern girl," said Admiral Sir Roger Keyes after presenting the prizes at St. Margaret's School, Bushey (erts).

"My war experiences were pretty varied, and I will always have great admiration for the girls and women in the hospitals and munition factories, and in other ways who gave their services most devotedly and in many cases lost their lives."

"After the war there was a reaction, and I must honestly confess a feeling that the boys and girls of the next decade were rather rotters. Then came the strike. I was not in England then, but it simply thrilled me to hear that the boys and girls were out again, willing to help their country."

"When you girls are 21 you will have the vote, and it behooves you to take it. I will not say politics is not the welfare of your country deeply to heart. Remember that collectively you will have a very great influence on your country."

"My advice to you is to fit yourselves to use the vote. Of course, it is not given to everybody to be a Florence Nightingale or an Edith Cavell, but it is given to everybody to show unselfishness and willingness to serve and make the little world in which you live a happier place."

## SURPLUS WOMEN.

HOW AN AMERICAN SEES  
THE SITUATION.

It is a sign of the times that "An Historical and Literary Study of Women in British Industries and Professions 1832-1850," should be written by an American, and that American a woman.

Americans, it is said, are nowadays delving on a larger scale into the history of England than Englishmen themselves, and Mrs. Wanda Fraiken Neff, author of "Victorian Working Women," which is published, is a B.A. of the University of Minnesota, M.A. of Harvard, the wife of a professor in Columbia University, and a former visiting student at the universities of London and Oxford. She has also written a novel.

It is impossible to imagine an English student of the history of working women beginning her book with the sentence: "The working woman was not, like 'Punch' and 'Free Trade,' a Victorian institution." That is Mrs. Wanda Fraiken Neff's beginning.

Mrs. Wanda Fraiken Neff is a lively and entertaining writer, and, contrary, perhaps, to what many persons would expect, her book is as interesting as a good many novels.

The "redundant" women nowadays run into millions, but Mrs. Wanda Fraiken Neff observes that the census showed that there were 365,159 of them in 1851.

"The Idle Women" has a chapter to herself. Mrs. Neff dates her review from the Restoration, when "women of the upper classes more and more gave up their homely activities for the fashionable shows of society."

## LONDON'S TRIBUTES TO HIS MAJESTY.



July 7 was observed throughout the country as a day of thanksgiving for the recovery of the King. His Majesty and several members of the Royal Family attended the Service of Thanksgiving at Westminster Abbey, and thousands lined the route along the Horse Guards Parade and Whitehall. Our picture shows the King and Queen, with the Prince of Wales, returning through Parliament Square. (Times copyright.)

## TRAPPED IN A SUB.

VIEWS OF A NAVAL EXPERT.

The week before Christmas, 1927. A little vessel pitched wildly to the wintry seas off the tip of Cape Cod, while a few cork buoys tied to a diving hose marked the spot, one hundred feet below, where the American submarine S-4 lay. All the world during that sad week figuratively listened in on the Falcon's microphones as from the depths the feeble raps of a hammer beat out in dots and dashes the last messages of the six men trapped inside the torpedo room of the smashed submarine. "Air getting very bad. Please hurry," and, finally, "Is there any hope?"

The storm blew on; those in the Falcon listened helplessly; the men inside died. The storm at last finally subsided. But another storm arose—a storm of public opinion, which burst into the demand that never again should such a tragedy be possible.

It is rational to expect that, so long as there are submarines, there will be submarine accidents. A reasonable degree of preparation therefore is certainly warranted. One of the early ideas in submarine work was to provide a simple rig which the crew could hastily don in an emergency and escape through a flooded compartment. On one of the German submarines surrendered after the armistice was found a booklet describing such a device with an illustration showing the crew of a sunken submarine seated in a flooded room, each man wearing the breathing device and waiting his turn to escape up the hatch.

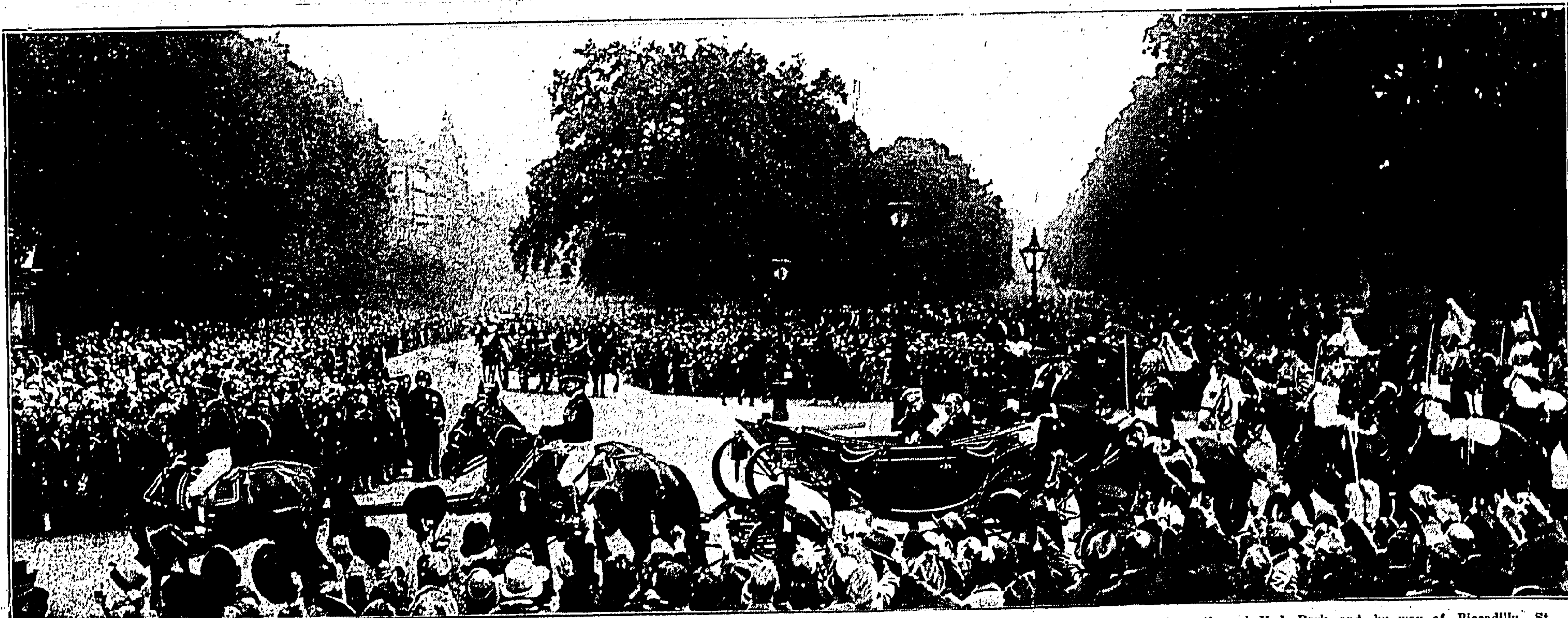
A rescue breathing mask has been developed in a novel and much simplified form, consisting principally of a rubber bag of the approximate capacity of the human lungs, together with a mouthpiece for breathing, a nose clip for sealing the nostrils, a small soda lime cartridge for purifying the rebreathed air, and an automatic vent valve. With this apparatus, under proper conditions, a man can breathe under water for the relatively short period required to rise to the surface, and can then use the inflated bag (or "lung") as a life preserver.

The rescue of the crew of a sunken submarine may be attempted in various ways—the crew may emerge to safety assisted by the "lung" or an ordinary diving helmet, leaving the boat on the bottom; or the boat may be lifted with the crew in it.

Submarines may sink from collision damage, from failure of the control mechanism, or, of course, from enemy action due to depth bombs or gunfire. Providing that the depth of water is not more than 300 feet (and this is likely in most cases of submarine operations) divers can work and escape for the crew is possible.

If the boat is sunk by flooding at one end and the crew is left in possession of the control room amidship, it is extremely probable that the crew themselves will be able to bring at least the unflooded end of their boat to the surface and thus escape from the bottom without external aid.

If a submarine is damaged in collision or injured by bombs or shells it is unlikely that the crew can raise any part of her unaided. If the boat is wholly flooded as a result of the damage, the crew will all be dead and (in peace time) there will be no need for haste in salvage.



The King's return to London after his long illness was marked by scenes of great enthusiasm. Changing into an open carriage near Albert Hall, the King and Queen drove through Hyde Park, and by way of Piccadilly, St. James's Street, and the Mall to Buckingham Palace. The whole of the 2½ mile route was lined by dense crowds. Our picture shows the King and Queen acknowledging the cheers of the crowd in the Park near Hyde Park Corner. (Times copyright.)



# Achieving the Airs of Aristocracy

*Extreme Formality  
Is in Order  
For Fashions  
Of the New Season*



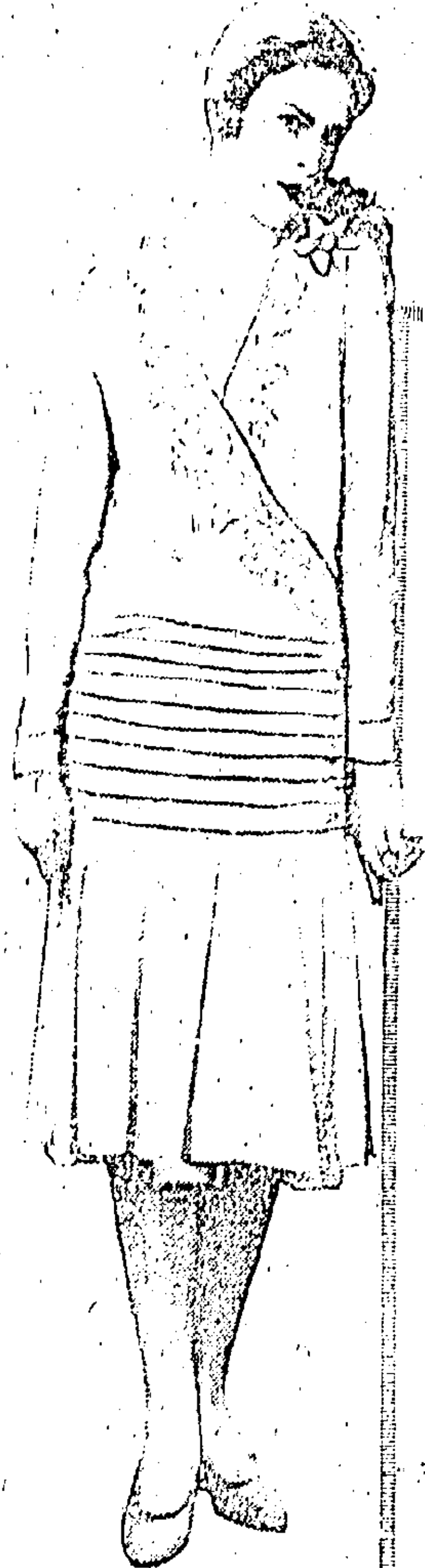
*I  
Patou Creates a Definite Air of Sophistication  
In the Lines of This Black and White Ensemble.  
The Materials? Black Moire and White Marocain.  
Note the Smart Flare of the Lengthy Skirt.*



*III  
This Striking Black Tulle Dinner Ensemble  
Is Among the New Creations of Jean Patou.  
The Form-Fitting Tucked Effect of the Bodice  
Represents a New Use for Tulle.*



*II  
A Becoming Pleated Effect  
Over the Eye Is the Charm  
Of This Soft Green Felt  
Which Florence Walton  
Sends From Paris.*



*IV  
This Charming Worth Creation  
Of Pink Crepe de Chine  
Has a Chic Wrap-Over Blouse  
Trimmed With Breton Lace  
Dyed to Match the Silk.*

NO matter how democratic you are, socially, or how firmly you believe in the brotherhood of man, you must look like an aristocrat this year—if you want to look smart.

The peasant influence in clothes is waning. You must somehow acquire, if you do not possess it naturally, a certain exclusiveness, yes, even snobbishness about your clothes. You must suggest a dignified formality and an exclusiveness that indicates plainly you do not rub shoulders with everyone.

Gone now is the linelessness, the casualness and the utter democracy of clothes. Formal fashions are the order of the day—a restrained elegance that bespeaks the sartorially conscious. This is indicated in the longer silhouette, more sophisticated and less easily copied lines, and richer, less obvious materials and a more subtle feeling for colors.

AND here is something you might just as well face now—a woman needs more than a slender figure for the new clothes—she needs a graceful, queenly carriage and a body that moves with harmony and rhythm. Any stiffness or lack of grace interferes with the flow and the continuity of the line.

You can be ever so slender, but unless you have the suppleness of the panther, you still have something to achieve.

Nothing is more deceiving than the simple looking frock that is a puzzle of intricate cutting, and a triumph of geometrical incrustations—so effective when it is right, and so meaningless when it is not.

Nothing is more delightful to the eye than the skirt with an irregular line if it conveys the feeling of motion and movement, and nothing less interesting if it just hangs in meaningless scallops.

The models illustrated here were selected for their effectiveness and the way in which they present the new theories.

I. THE importance of moire grows, and such ensembles as this one from Patou contribute to the growth. It is in the popular black and white combination. The skirt and coat are made of very heavy black moire, horizontally corded, combined with a blouse of white marocain with delightful fingered touches and a white flower on the shoulder. You will notice that the flared skirt gains much chic by introducing the extra width very low, keeping to a very youthful and slender silhouette thereby.

II. FROM Florence Walton, formerly a dancer, now a Paris modiste, comes this very challenging chaparral of green felt with a trim cut so that it is flatteringly wide at the sides and folded into a mere nothing over the eyebrows—for the woman with melting eyes, this hat is guaranteed to be becoming in the extreme. The crown, you will notice fits like the proverbial glove.

III. IN this black tulle dinner ensemble from Patou notice the artistry of the form-fitting bodice that closely defines the slender hips, and the graceful sweep of the skirt. The harmony which the French people love is indicated in the sleeveless coat of unlined tulle, trimmed with the same bands of the material that outline the bodice.

Tulle used to suggest the ballet dancer, or the debutante with ruffles and frills. Here it is handled as if it were any other material, and is positively tailored. Now smart, sophisticated women are wearing tulle and making it one of the most popular of evening materials.

IV. WORTH has considered the aristocrat and the perfect lady in this new creation of heavy pink crepe de chine with a wrap-over blouse, trimmed with Breton lace dyed to match the silk, and the circular skirt that is cut so full that it looks like a pleated model.

A delightful corsage of flowers shading from gray to rose is worn at the shoulder. Not in many seasons have you seen such a complete surrender by fashion arbiters to the eternal feminine.

V. ONE can always depend upon Jenny for the sort of feminine frocks that defy analysis, and she has not failed us in this ensemble of light blue crepe marocain, with incrustations of pink crepe and the exquisitely fine drawn work. Only a master hand could have contrived the skirt fullness and the exquisitely feminine coat sleeves. This is an outfit for a young woman, and a fair one.

VI. WORTH has contrived this evening gown to look simple, but close observation proves it to be decidedly intricate. The material is most unusual and exotic—white georgette crepe with a design in red, green and blue, as well as one figure in dull gold threads. The blouse is cut almost like a sport dress with its jabot, and the front part of the skirt is in harmony. The long sides, however, and the slash of twisted velvet in brown and green bring in the new note.



*V  
Drawn Work Features  
This Jenny Ensemble  
Of Blue Marocain  
With Incrustations  
Of Pink Crepe.*



*VI  
Simplicity Is the Charm  
Of This Georgette Crepe  
Worth Evening Gown.  
The Unusual Blouse  
With Its Smart Jabot.*



## TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

# Hongkong Telegraph

## Pictorial Supplement

August 24th, 1929.

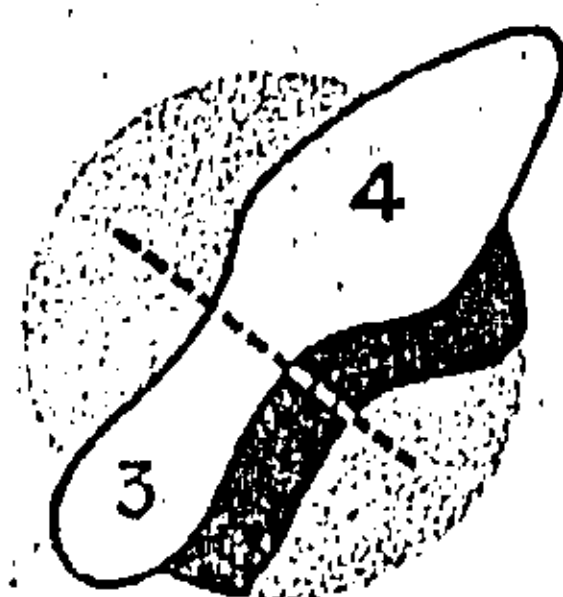
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## K SHOES



### HOW PERFECTLY THEY FIT!

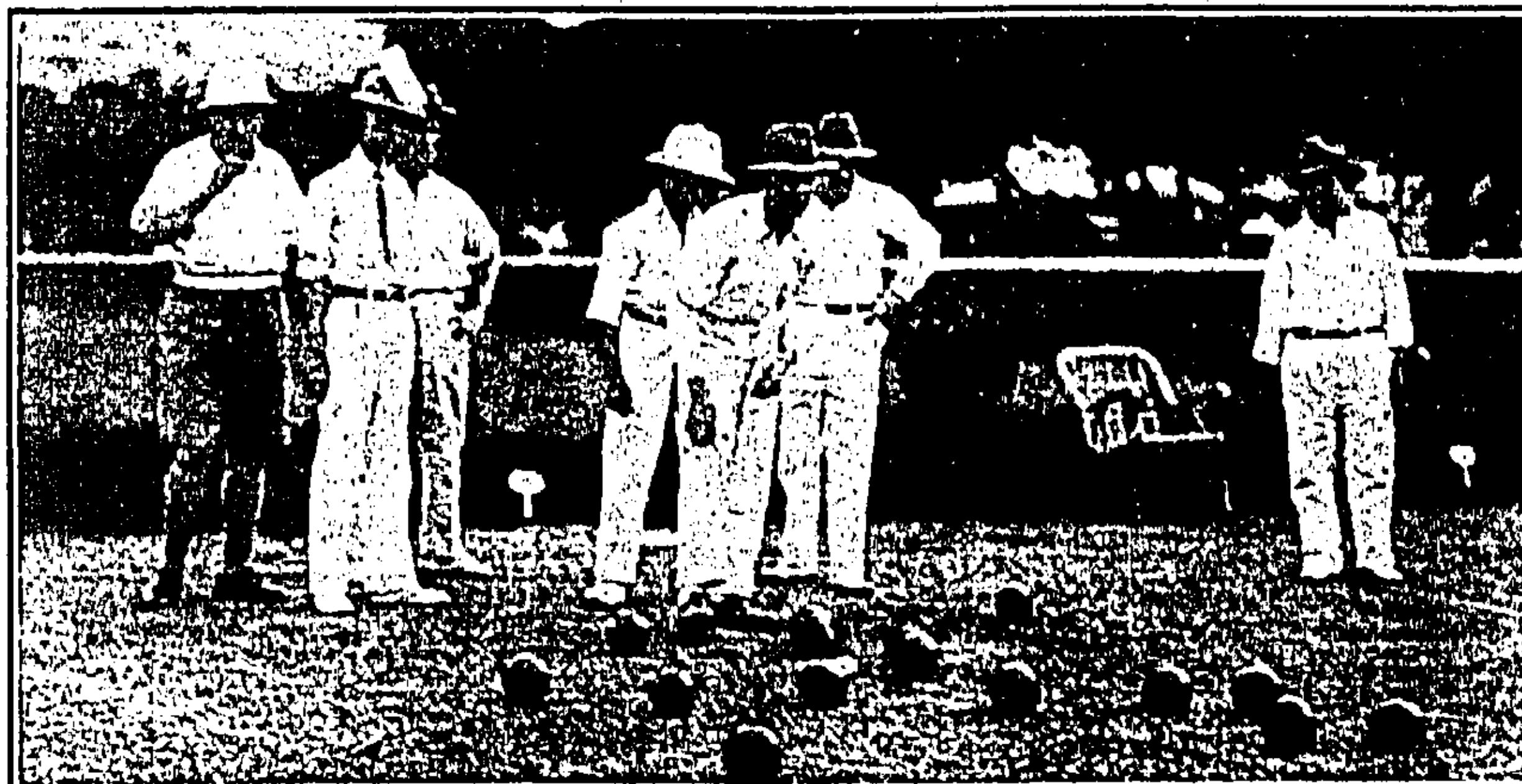
And well they may! For by combining two fittings in one shoe—a 3 fitting heel with a 4 fitting forepart, for instance—you get a shoe which hugs the ankle closely. That is the secret of the famous K Plus fittings, which actually give extra smartness with extra comfort. The diagram shows what the Plus fitting is.

**Mackintosh**

& Co. Ltd.  
MEN'S WEAR  
SPECIALISTS.

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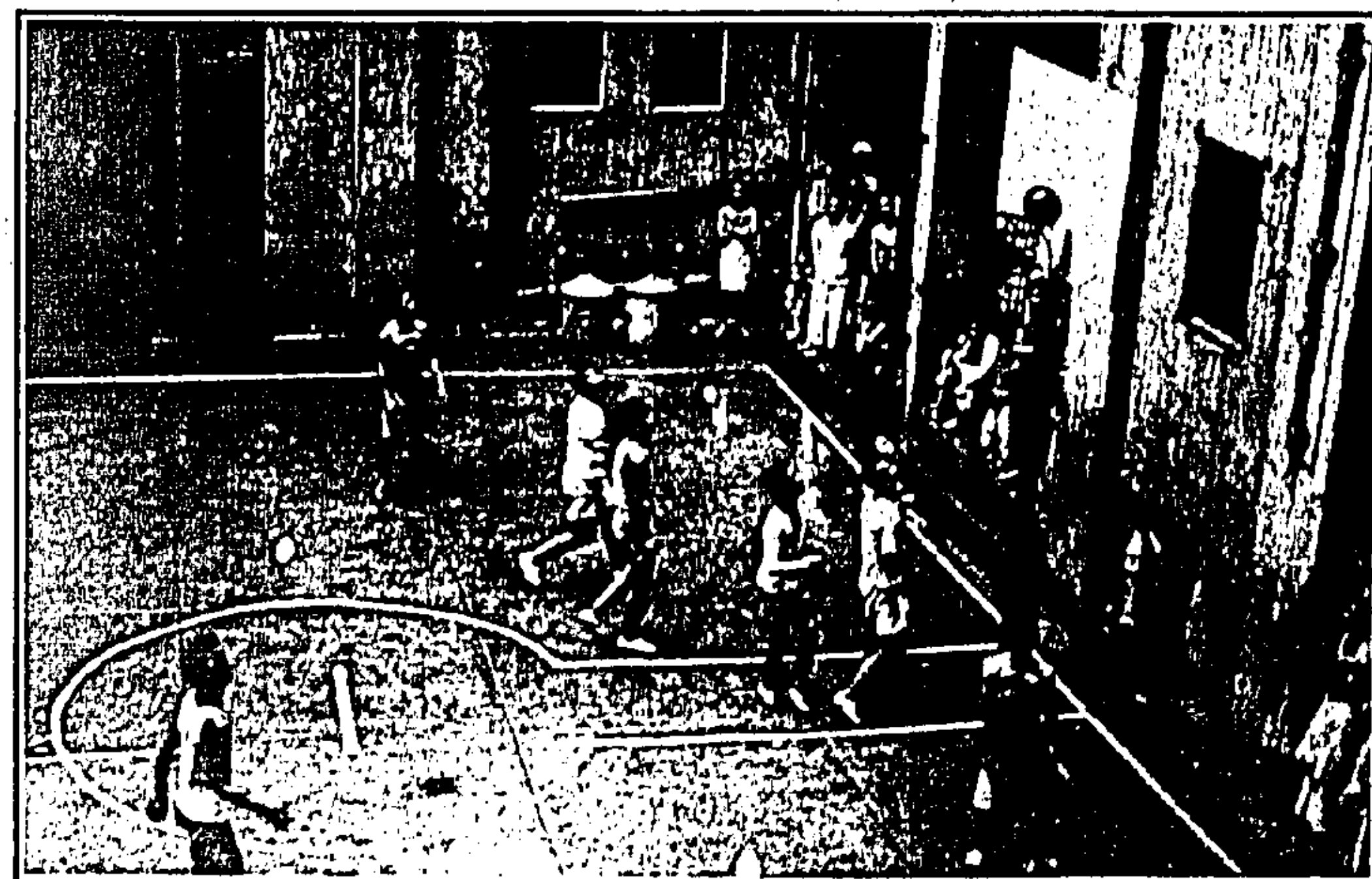
ARE THE SOLE AGENTS FOR MEN'S K SHOES.



A snapshot taken during the bowls game between the Police and Craigengower, which the latter team won comfortably on Saturday. (Photo: Mee Cheung).



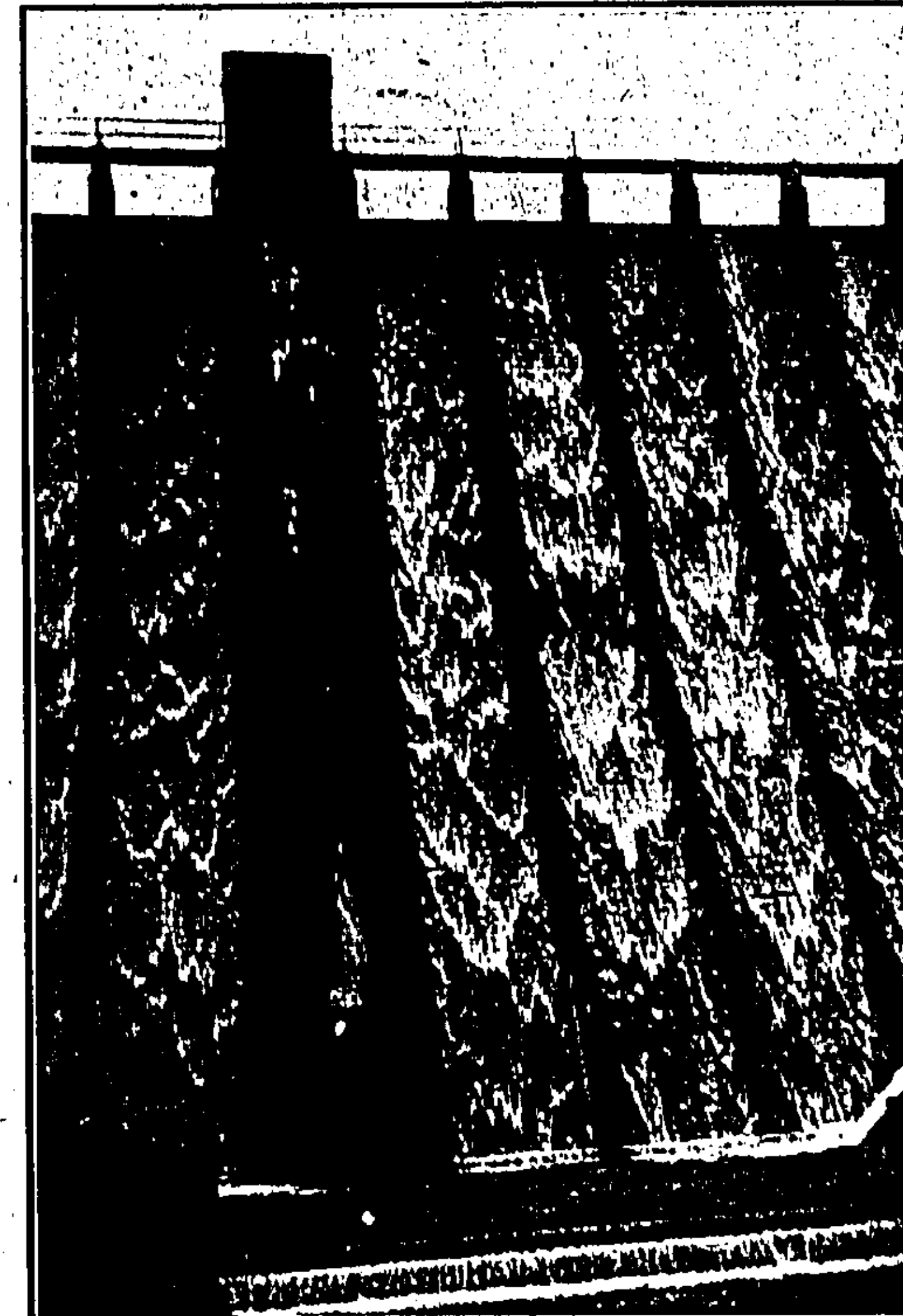
The baseball team of the U.S.S. Guam, which played the South China Athletic Association at Caroline Hill on Tuesday evening, and won by 8 to 3. (Photo: Mee Cheung).



An exciting moment in a basket ball match between men of the Police and Fire Brigade, on Monday at the Hongkong Brigade headquarters. The firemen won by 46 to 8.



Group taken at the recent wedding of Mr. L. M. Xavier and Miss A. A. Gomes. The bridesmaids were Misses C. Xavier and T. Gomes, and the flower-girls Misses L. Xavier, C. Xavier and G. Gomes. (Photo: A Leung Studio).



This unusual picture, with its lace-like effects, shows water flowing from Tylam Byewash into Tylam Tuk reservoir. (Telegraph photo).



A regular army of ducks, in charge of a man with a long bamboo pole, with which he directs them. Snapped in the New Territories.



A good action picture showing a player from the U.S.S. Guam at bat in the match against the South China Athletic Association. (Photo: Mee Cheung).



A charming sunset view, taken from Jubilee Road, Hongkong. (Photograph by the Hongkong University Amateur Photographic Society).



## Know!

There is only one way to know the exact condition of your eyes—an examination by an expert. You may think you see well, but are you sure? Find out. Have your eyes examined to-day. If a simple evening's pleasure ends in a headache, look to your eyes.

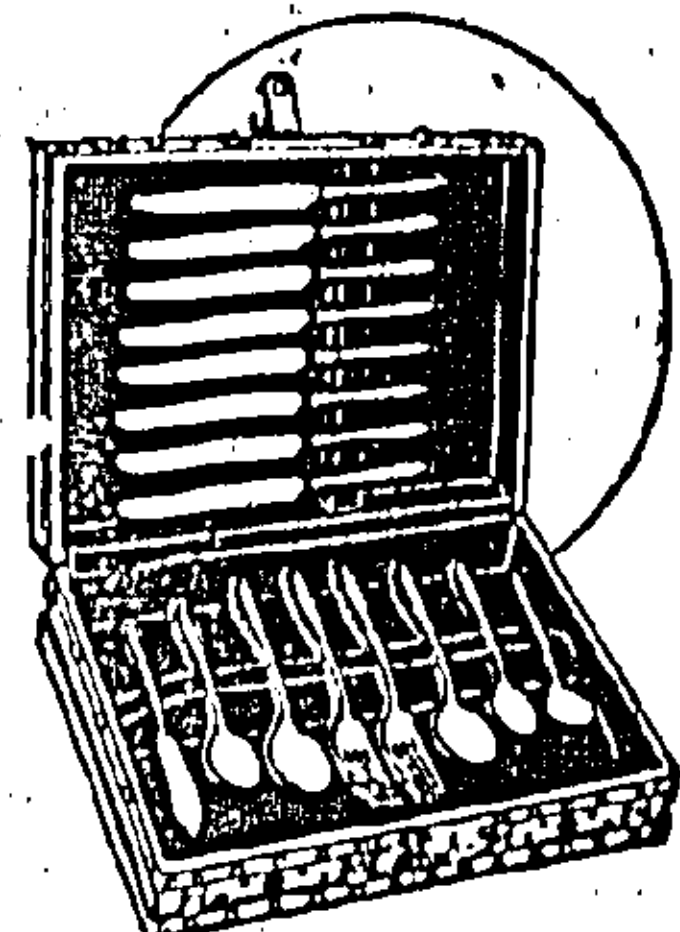
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SPECIAL BARGAINS FOR LAST WEEK

300 Only

LADIES READY-TO-WEAR

**HATS**

Must be Sold

**\$1.00 Each.**

Usual Prices \$6.00 to \$10.50

CALL EARLY.

**Whiteaway, Laidlaw & Co., Ltd.**  
HONGKONG.



## THE AUTOMOBILE ASSOCIATION.

Membership Nearing Half a Million.

(Special Report to the Hongkong Telegraph.)

London, 17th July. The Twenty-fourth Annual Meeting of the Automobile Association was held at the Savoy Hotel on the 17th instant. Mr. Charles McWhirter, Chairman of the Committee of the Association, presided.

In presenting the Annual Report and Accounts, the Chairman stated that the Association

had entered its twenty-fifth year. This induced reminiscences. Founded in 1905 with a membership of 100 with barely sufficient subscriptions to maintain less than a dozen cyclist patrols—then; and now, the membership that morning was 405,405.

The Balance Sheet issued in 1906 showed subscriptions amounting to £558; the present accounts

showed an income from subscriptions for the past year of £695,125. If anyone in 1906 had forecast such an enormous increase in the finances and the membership of the Automobile Association, they would have been regarded as fools.

The Association had now issued over a million badges. The milestones of A.A. membership were reckoned by the one hundred thousand. In July, 1914, the total reached 97,000; in August 1914 came Armageddon—the War. By Armistice Day the membership dropped to 30,000. Then occurred a crisis in the affairs of the Association, and it was then that the Committee adopted an exceedingly bold policy. It was decided that those 30,000 members were entitled to the same services that they had had when they joined the Association, before the War. 270,000 was therefore drawn from reserves, in order that there might be the same road service for A.A. members that they enjoyed when they joined. This bold policy paid; in 1920 the membership reached its first hundred thousand; in 1924 its second hundred thousand; in 1926 its third hundred thousand; and two months back the total membership passed the 400,000 mark. They were now looking forward to being the first Association with a membership of half a million.

It was typical of the times, that ladies were taking to the steering wheel as readily as they did in Victorian days to the sewing machine, and the more forward to the push-cycle. The personal ladies' membership at the present time was 50,000.

One of the most practical and widely appreciated of recent A.A. innovations was the institution of the permanent twenty-four hour service at Farnham House, the London Headquarters. Farnham House was accessible to members during the whole of the twenty-four hours. Emergency enquiries varied from simple requests for advice in the middle of the night—or early in the morning—concerning the attachment of a spare wheel, to an appeal asking the A.A. to postpone the departure of a French steamer leaving early in the morning, for ten minutes, because a member had had a mechanical breakdown on the road. The departure of the boat was postponed.

The A.A. night road service had been extended. The A.A. road patrol service was also larger, and the number of miles covered by the patrol during the past year was twenty-six millions. Mr. McWhirter referred to the suggestion that Municipal Authorities were desirous of employing A.A. patrols on traffic work. They had never accepted that proposal, and he wished to re-affirm that all A.A. patrols were trained, equipped, and controlled solely by the Association.

The selection of hotels for motorists was not a simple problem. During the present year, out of 30 applications for official appointments, they had had to refuse 20.

In view of the increase in the number of small cars, which in turn created a demand for the lower priced and cheaper class of hotel, he had analysed the A.A. star list, and had found that 75% of A.A. appointed hotels were of the "one" or "two star" type, that is to say the most economical type. They had carried this matter still farther by inspecting a large number of boarding houses, cafes, and farm-houses for those members who required good food and satisfactory accommodation at reasonable prices. The Supplement to the Handbook covering such places included 850 establishments of

## CAR COMRADES.

Bandits Return Money.

THRILLS OF SELLING.

The business of selling motor cars can have its moments of thrill, especially in countries which indulge in revolutions. A recent news item from Mexico tells of one such incident, and illustrates what might be termed "the camaraderie of the car."

Roberto Diaz, car salesman, was on his way from Guadalajara to Mexico City on the night express, when at 2 a.m. the train pulled up with a jolt. The bridge ahead had been dynamited by a rebel force. A fusillade of bullets was poured into the train, and men, women and children, cursing screaming and crying, tumbled from their berths and sprawled flat on the carriage floor. After a volley or two the firing ceased, and bandits invaded the express, commandeering whatever money was possessed by the passengers, who were ordered not to leave the train under threat of instant death.

## Resplendent General.

When dawn came, Diaz peeped through one of the windows, and saw a hundred or so rebels busy sharing the spoils. As he looked a big touring car arrived, and a stalwart personage in vivid apparel stepped out. The car interested Diaz, because it was a Hispano eight, and he chanced to be the Hispano sales manager for Mexico and Central America. He took a chance, waved to the chauffeur, announced himself, and asked how the car was running. The chauffeur invited him out, and he was treated in a very friendly manner, later being introduced to the vivid personage owning the car. This proved to be the revolutionary leader, General Escobar Torreon, and after referring to the performance of his Hispano over cactus deserts and rocky mountains, he ordered his men to return the money they had earlier taken from Diaz.

The train passengers were held prisoner there for two days, when a force of Government troops arrived, causing the rebels hastily to retreat. It was at this juncture that the general demonstrated how definitely he had need of a car with a quick getaway.

## VALUABLE MARKET.

The value of automotive exports from the United States and Canada during 1928 totalled \$578,565,249. This is more than twice the figure of 1923, which was \$218,908,183.

this type, which had been personally examined by A.A. officials. Over 73,000 A.A. road signs were now erected, and a new sign had been introduced. It was known as the 'Advance' Direction sign; it was put up at some distance before a turning to the right or to the left, so that motorists would be in no danger of over-running the proper turning.

All previous records with regard to touring had been eclipsed. During the year itineraries had been issued covering 234 million miles.

Foreign touring was becoming increasingly popular, and they were constantly adding to the services available to members. This work had necessitated many personal visits to various countries in Europe. In August last, the Association was received personally by Signor Mussolini, who took a great interest in the A.A. organisation, and promised a number of facilities. General Primo de Rivera also promised A.A. members—most favoured nation—privileges.

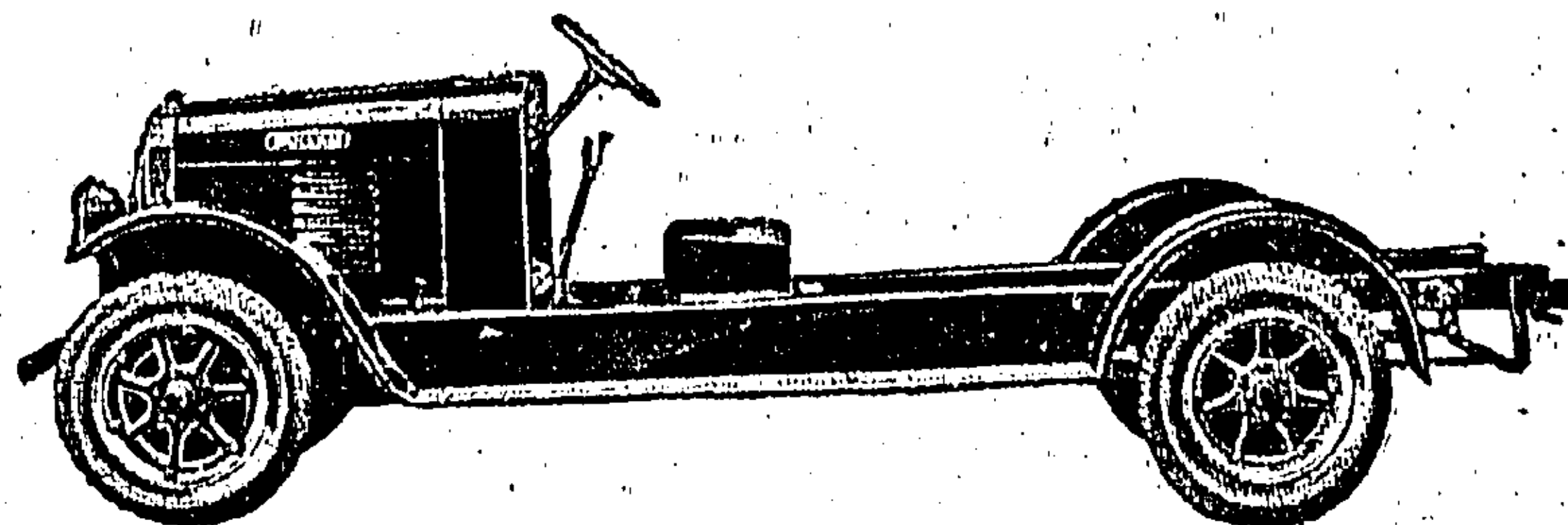
The development of aviation among private owners of aeroplanes had, in the opinion of the Committee, justified them in starting an Aviation Department. Many members were owners of aircraft, and after consideration the Committee had decided that the organisation of the A.A. should be devoted to the services of such members as were owners of private aircraft. They were undertaking in connexion with the Schneider Cup Race in September, a huge parking scheme capable of accommodating over 1,000 aeroplanes, and at Cowes, there would be a smaller park for the Moth type of aeroplane.

With regard to the Accounts, the broad result of the year's working was that they had a surplus of income over expenditure of £7,699. The income from subscriptions and entrance fees amounted to £748,818. The income from investments was practically the same as the previous year, £16,784. On the expenditure side it was interesting to note the very low amount in connexion with overhead charges. The total of these charges was £117,500, which practically amounted to 10%.

The Report and Accounts were put to the Meeting, and carried unanimously.

## UNMATCHED IN APPEARANCE AND PERFORMANCE

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We shall be pleased to convince you of the excellence of these vehicles.

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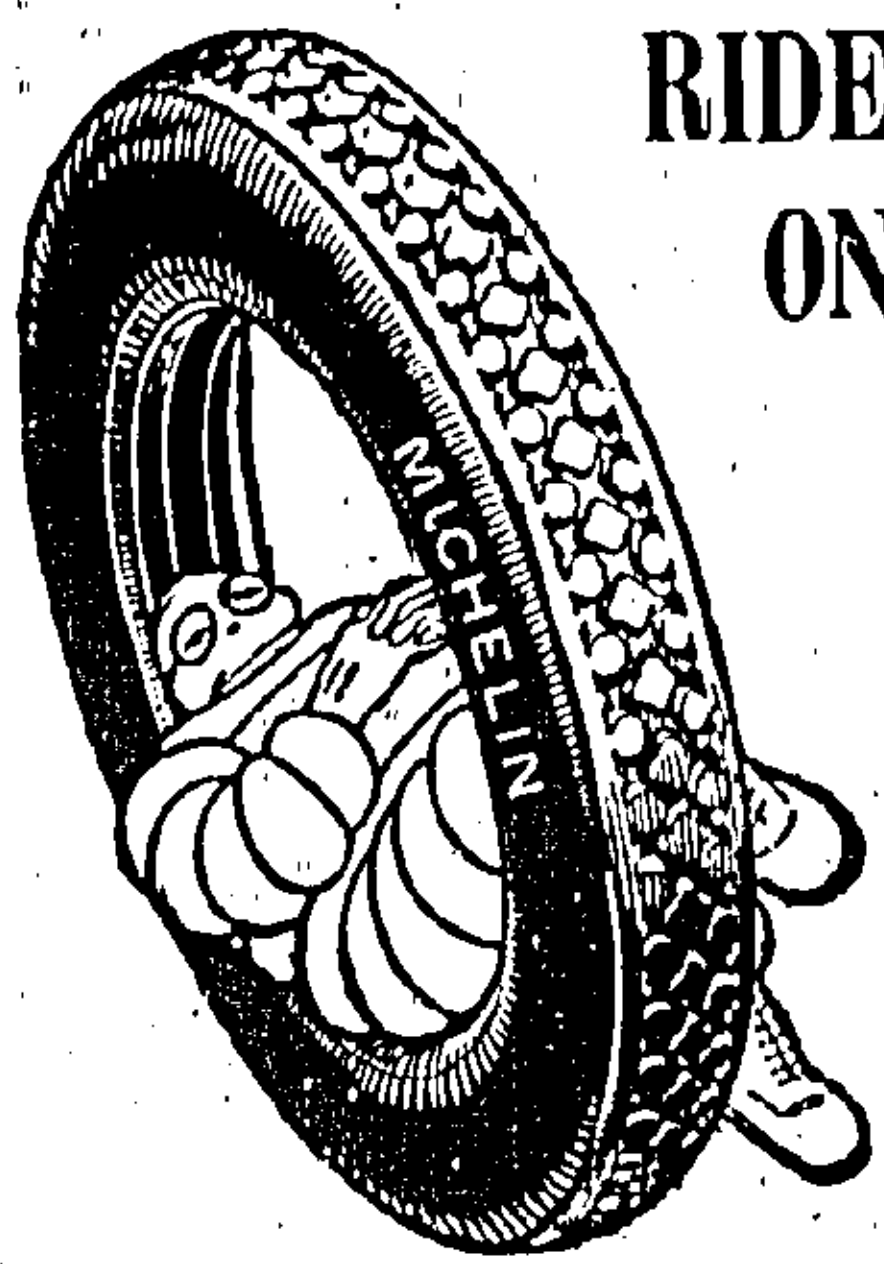
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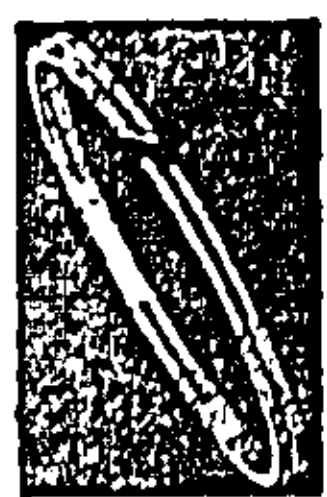
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## PERFECT CIRCLE Piston Rings

THE PERFECT CIRCLE CO., Hagerstown, Md.



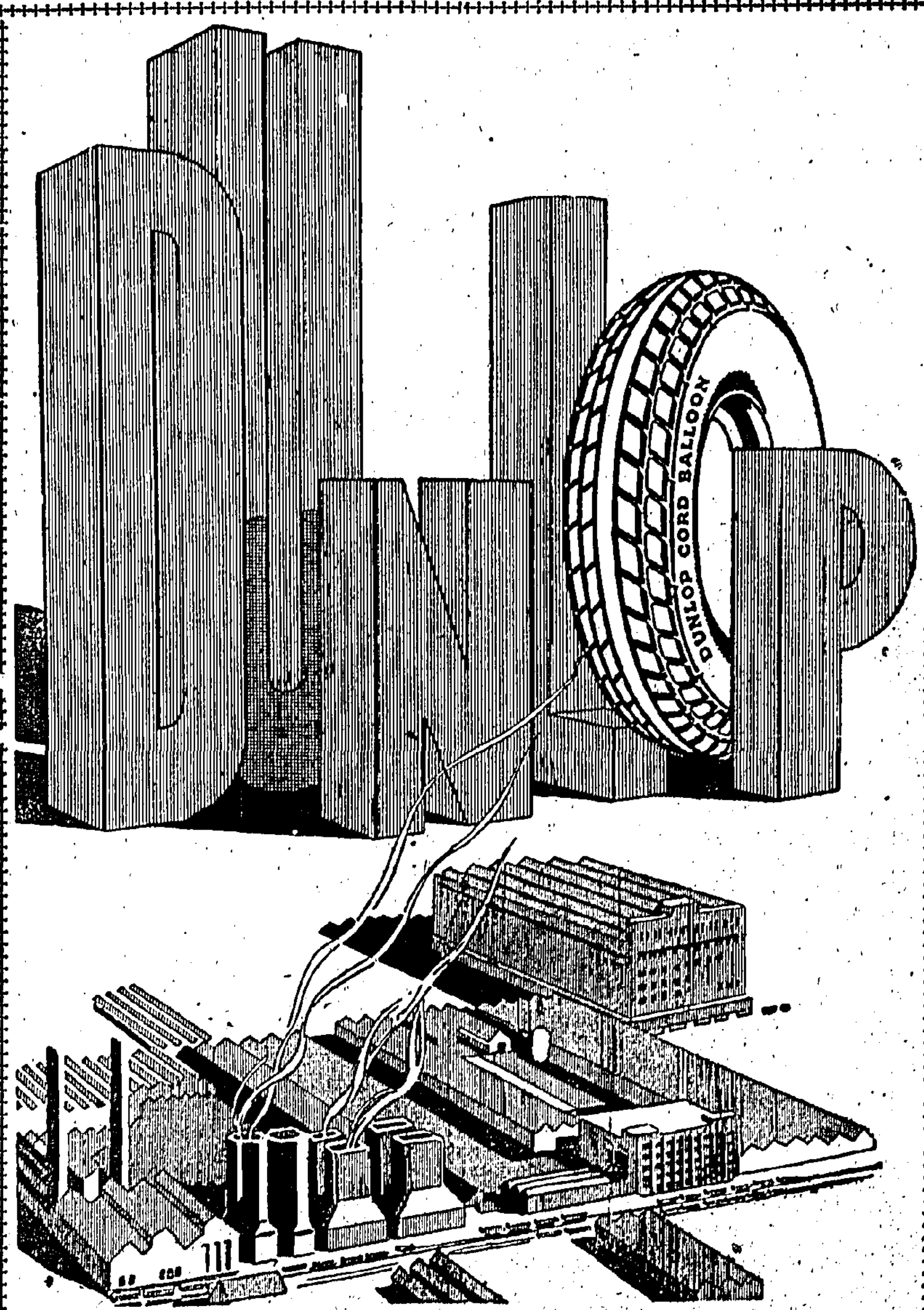
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All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.



## DUNLOP RUBBER Co. (China), Ltd.

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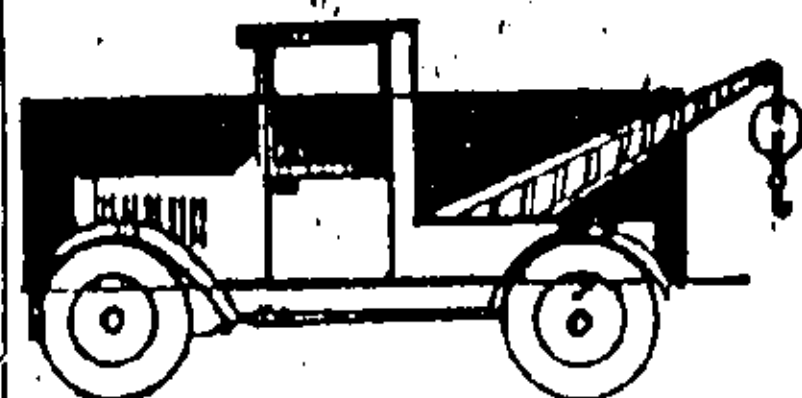
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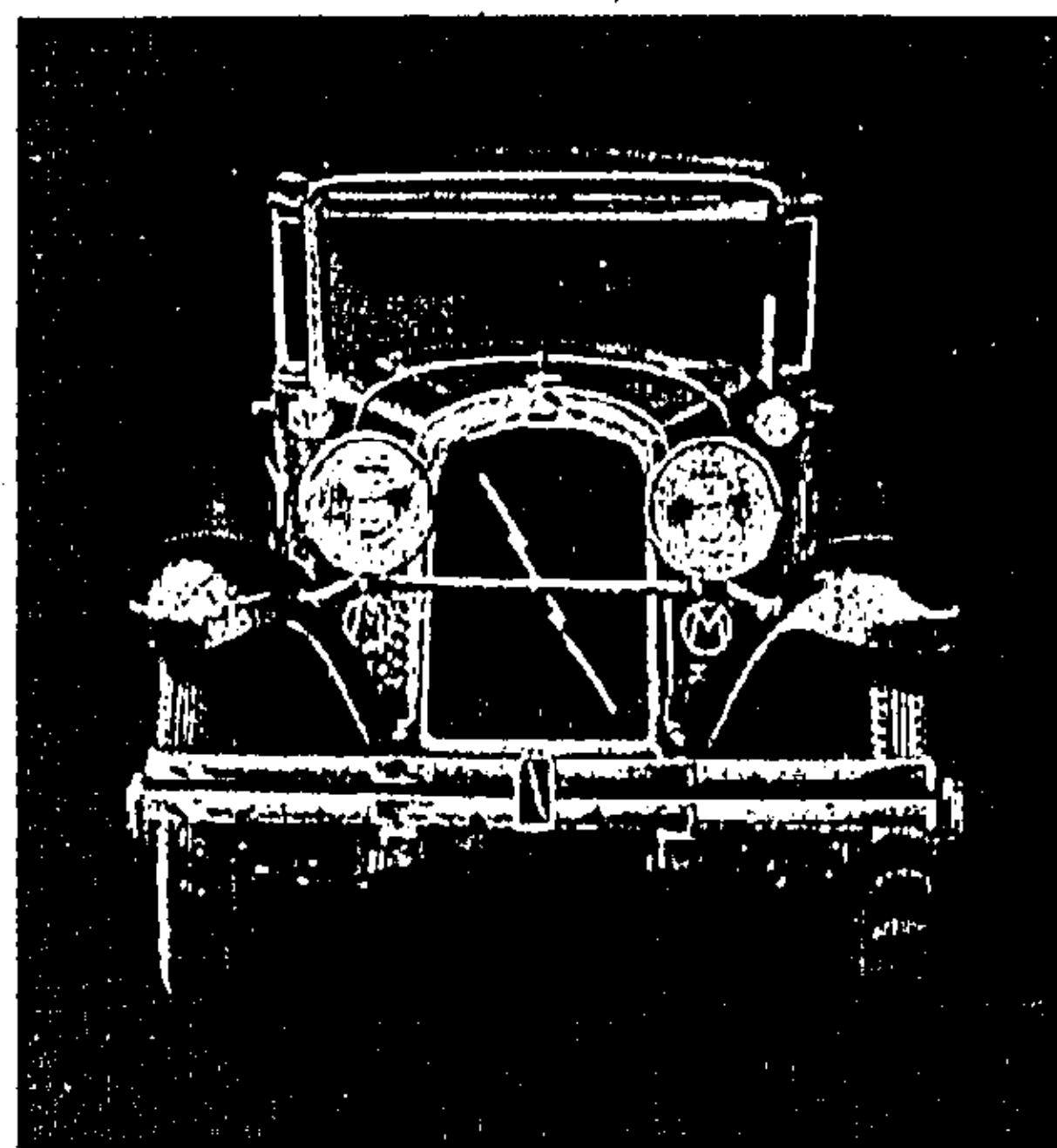
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# Great on Hills

That is where you really find out about  
Marmon Straight-Eight Power.

Half-way up a mile hill is a good place to learn a lot of things about your car. Things like reserve power—gear-shifting—strain on your engine.

It's on hills like this you learn what Marmon straight-eight power really means. Stop at the bottom if you wish. Make an ordinary start. Now, take the hill on high. Fast. No hesitation. Powerful, easy, effortless.

Straight-eight power is the secret. Shorter intervals between power impulses—a stream of power with reserve for the steepest hills.

And coming down the other side, this Marmon motor is a valuable safety agent, for its high compression keeps the car under control even without the use of brakes.

Marmon straight-eight performance is every bit as impressive under all motoring conditions as it is great on hills. Speed depending only on how far you put your toe down. Acceleration you must experience to appreciate. A totally new and thrilling "feel" to every phase of motoring you can get in no other car but a Marmon straight-eight. Will you try it?

# MARMON

For further particulars apply to—

## S. L. KWOK & Co.

TEL. C. 3567.

## HOW MANY MILES PER GALLON?

When Dealers are on Dangerous Ground.

[By John G. Wood.]

"How many miles to the gallon will I get with this car?"

How many times has that question been put to you as you have talked with car prospects? How many times have you answered with a specific number of miles to the gallon? Have you ever considered that the most important governing factor in gasoline mileage lies outside the control of the engineers who design a car, the manufacturer who builds it or the service men who maintain it?

Yet, it's a question which automobile salesman should not avoid; but it is one which should be handled in a more skillful and intelligent manner than is the usual practice. Instead of being led into a trap and having to give a promise which is pretty largely based on guess work, the wise salesman comes back with the facts and informs the car buyer of the fundamental factors that control gasoline economy. The trained salesman puts the responsibility for gasoline mileage directly up to the car purchaser himself.

One day not long ago the question "How many miles to a gallon can I conservatively promise for Oldsmobile Six?" was asked of me by one of our high ranking mid-western salesmen. I replied, "It all depends on the driver." Of course, my questioner wanted to know what I meant, so it was up to me to prove my point.

First of all, I told him that, in my opinion, automobile salesman should never guarantee any specific number of miles to the gallon of gas on any car, because there are too many factors involved, all having a bearing on gasoline mileage and all of them outside his control. Chief among these various factors is the human element or the widely varying driving habits of drivers.

This question of gasoline mileage is so important that much time and effort has been spent by Oldsmobile and General Motors engineers in studying it. We have made all sorts of tests to get the facts. And as a result, our research data files embody hundreds of direct proofs that the salesman who makes specific mileage promises compromises his veracity in the minds of prospects and owners.

While many of these tests are very technical in character and require the use of special engineering instruments, the one most convincing to all of us was the most simple, the one that required no special instruments and is one that you can duplicate with the same results to fortify your own convictions in this matter.

And here it is: Two Oldsmobiles, carefully tuned to deliver exactly the same gasoline mileage at the same speed under the same driving conditions were run over an eighteen mile stretch of comparatively level road in exactly the same elapsed time. While both cars started side by side and ended the run at exactly the same time, they were driven under widely varying conditions to definitely prove that human element and driving habit are the governing factors in gasoline mileage.

Car Number 1 was driven at a variable speed. It stopped for 10 seconds every 4-10 of a mile, shifted from first to second gear, speeded up in second to 35 or 40 miles per hour, then shifted into high gear and was driven as fast as necessary to pass Car Number 2. Then this process was again repeated.

Car Number 2 was driven at a constant speed of 30 miles per hour over the entire eighteen mile course, with no stops or starts.

At the end of the test Car Number 1, driven at variable speeds, had consumed nearly twice as much gasoline as had Car

Number 2, driven at a constant speed. The test mileage for Car Number 2, driven at a constant speed of 30 miles per hour, was 19.7 miles per gallon while Car Number 1, that hopped back and forth from a standstill to 60 miles per hour, had a lower mileage of but 10.4 miles per gallon—a difference of 9.3 miles per gallon.

The difference was entirely due to the different kind of driving, and is proof of the fact that if a driver insists upon staying "out in front"—if he insists upon running his car to a fairly high speed in second gear—he must expect less gasoline economy.

It also shows that the driver who handles his car in a moderate manner, getting under motion in first and second gear, then shifting into high, will operate his car much more economically than will the flashy type of driver. Of course, the fewer the stops and starts, the greater the economy.

Driving speed, whether constant or variable, is another important factor governing gasoline economy and over which the car driver alone has control. Recently tests were conducted to determine the influence of speed on an average mileage of sixteen cars. The average for all cars, which were tested, including various types of many well-known makes, was 22.16 miles per gallon at a car speed of 15 miles per hour. At a car speed of 25 miles per hour, this average mileage per gallon of gasoline decreased to 20.36. When the car speed was raised to 35 miles per hour, the gasoline mileage was still lower, 18.24 miles per gallon; and at a speed of 45 miles per hour, the gasoline mileage was 15.51. These were the averages for sixteen cars tested, although some cars did considerably better than the average, while others fell below the average. These are flowmeter gas usage records taken on a level road and are, therefore, somewhat higher than may be expected under average driving conditions.

The many factors that govern mileage are very complex. Car condition, wind velocity, carburetor adjustment, grade of fuel, temperature, humidity, altitude, type of road, and topography are all factors which have an important bearing on fuel efficiency.

The average car owner has little conception of the tremendous physical forces that he brings into action when he steps on the throttle of his car. And that average car driver has a still more inadequate conception of the manner in which those forces govern the "miles per gallon" he derives from his car.

The element of wind resistance, alone, serves as a sterling example of this lack of knowledge on the part of the average owner of what governs fuel mileage.

As car speeds increase, the horsepower required to pull any car against wind resistance becomes directly proportional to the frontal area of that car. Wind resistance, which materially cut gasoline mileage, plays a more important part in the speed range above 30 miles an hour than below that speed.

The factor of wind resistance is dependent upon the frontal area of an automobile. To illustrate this point, two cars were placed on test . . . a light car weighing 2,757 pounds with a frontal area of 24.9 square feet, and a heavy car having a weight of 4,540 pounds and a frontal area of 29.6 square feet. The heavier car weighed 65% more than the light car though its frontal area was only 16% greater than that of the light car.

The following table indicates the relative performances of these cars as speed increased:

	Miles per Gallon Light Car (Flowmeter Tests)	Miles per Gallon Heavy Car (Flowmeter Tests)	Approximate Percentage Advantage of Light Car
20 m.p.h.	24.6	13.4	83%
30 m.p.h.	22.4	13.2	63%
40 m.p.h.	20.4	12.6	59%
50 m.p.h.	14.2	12.2	16%
60 m.p.h.	9.3	8.2	13%
70 m.p.h.	7.2	6.2	16%

The relative effectiveness of wind resistance at 20 miles per hour and 70 miles per hour between the light car and heavy car is indicated by the fact that while the light car at 20 miles per hour has a gasoline mileage 83% greater than the heavy car, that advantage is cut down at 70 miles per hour to but 16%.

The foregoing test of the relative effectiveness of wind resistance on a light or heavy car materially contradicts widely accepted theories and is conclusive evidence of the error of attempting to discuss fuel efficiency with any degree of authority when not substantiated with technical data with which to prove your claim. Other tests have also been conducted to determine the effect of other factors on gasoline economy. "How many miles per gallon?" is a question asked by many motor car buyers, probably because most of them do not stop to figure that their pocketbooks are not going to be affected as much as they suspect. The difference in cost between fifteen and eighteen miles per gallon for 8,000 miles of driving (a fair yearly average) amounts, in reality, to less than

## URNS EASILY.

Studebaker New Model.

## AIDS DRIVERS.

Balance and low centre of gravity, terms used in the automotive industry, express the same meaning as "inherent stability," a phrase used to describe the qualities of aeroplanes in flight.

Contributing to this stability, balance and low centre of gravity have long been recognized by automotive engineers as an important factor in the safety of modern motoring.

When sharp turns must be made unexpectedly, when it is necessary to swerve suddenly to avert accident, or when a car is forced part way into a ditch on the roadside, a low centre of gravity and a good car balance become vital factors.

According to Chester N. Weaver, Studebaker-Brasque distributor at San Francisco, a series of tests made recently by experimental engineers at Studebaker's proving ground furnished amazing proof of the success of engineers in achieving an exceptionally low centre of gravity on Studebaker cars. The test showed that each of the four lines of Studebaker cars could be tipped more than half way on its side without toppling over.

The method of demonstrating the balance and stability of these cars was to tip the machine to the point of overturning; then measure the angle at which the car rested, held in position by one man. It was found that the angle ranged from 53 degrees with the Erskin Sedan to 55 degrees for the President Eight.

"This safety factor," said Weaver, "coupled with Studebaker's 'armour-clad' steel body construction, makes for the highest degree of safety under all driving conditions."

\$18.00, based on an average gasoline cost of 20 cents per gallon.

It seems needless to point out the folly of promising, or even mentioning, to a prospect any specific number of miles per gallon which can be expected from driving any make of car. The facts which I have briefly touched upon bear out the statement, "It all depends on how you drive." The driver who insists on keeping in front of other cars all of the time is the one who gets the least gasoline economy. Gasoline economy is the sacrifice price that must be paid for high speed or brilliant performance. Every driver must make his own choice between flashy performance and economy. He cannot have his cake and eat it.

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BUYS THE FINEST LIGHT 6 CYLINDER

TOURING CAR AVAILABLE.

—The Famous

## AUSTIN

## SIXTEEN

The economy of operation and upkeep of the Austin sixteen makes a strong appeal to the motorist who requires a six's manifold advantages, but who cannot or does not care to pay too heavily for the privilege. The pleasing lines and excellence of finish of the coachwork are well calculated to delight those who place great store by appearances, whilst the riding comfort and ease of control are all that the most critical owner could desire. Flexible and silent, the engine possesses vivid acceleration and a turn of speed which makes the car a sheer delight to drive.

## ASK FOR A DEMONSTRATION OF THIS CAR

Actually in stock for immediate delivery.

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### Help Your Tyres Serve Longer



In Steam-Welded Tubes Firestone provides all the value made possible by careful workmanship and materials of fine quality. Moreover there is the special advantage of freedom from "slow leaks," which are so ruinous to tyre covers. Steam-Welding makes this possible by sealing the tube at the vital points, in live steam, under great pressure. Firestone Tubes hold the air perfectly, supporting your tyres at the right inflation pressure, and contributing to maximum service. It is common experience for these tubes, with their special heat-resisting qualities, to serve through the lives of several tyres. Make your next one a Firestone.

MOST MILES PER DOLLAR.

## Firestone

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THE DRAGON MOTOR CAR CO., LTD.

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RAILROADS USE BUSES.

MODERN ENGINES.

NEW YORK USES TAXIS.

Seventy-five steam railroads use 2,116 buses to expedite service. The New York, New Haven and Hartford line uses the largest number, more than 675.

Modern motor engines are so finely fitted that a butterfly's wing is too thick to measure the tolerance between the pistons and cylinders.

Los Angeles, with a motor vehicle registration of 671,623 on January 1, 1929, leads all other American cities. New York, with 514,470, is second.

NASH LEADS THE WORLD IN MOTOR CAR VALUE

## Equipped with Everything

Without Price Penalty

The newest Nash "400" with the Twin-Ignition motor has some of the greatest owner advantages ever put in an automobile. It is equipped with everything from bumpers to tire lock—all without extra cost.

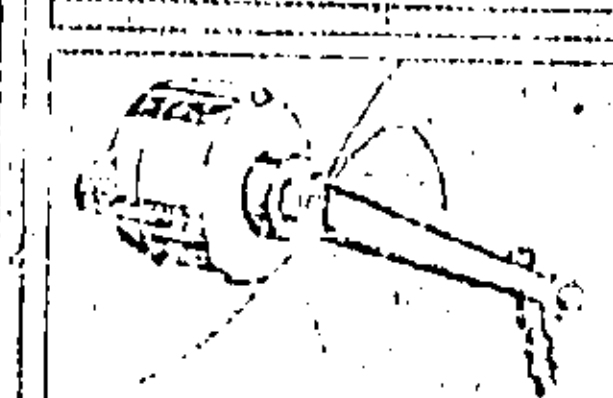
It is a fact that this new "400" presents a degree of mechanical perfection unknown even to the highest priced cars of a few years ago. Then, there were no features such as High Compression, Twin-Ignition, Centralized Chassis Lubrication, nor Hydraulic Shock Absorbers.

Money couldn't have bought a car with such unbelievable ease of steering and such positive four wheel brakes.

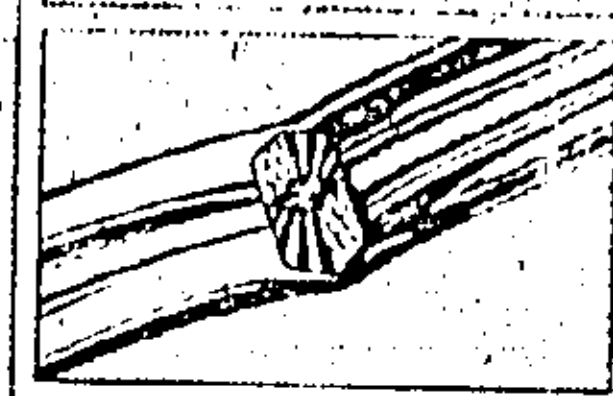
Yet this luxury car is now available without luxury's usual price penalty.



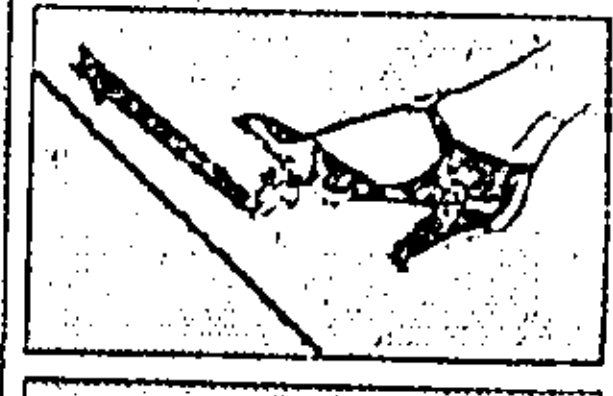
Twin Ignition rules the road!



Hydraulic shock absorbers give superior riding comfort



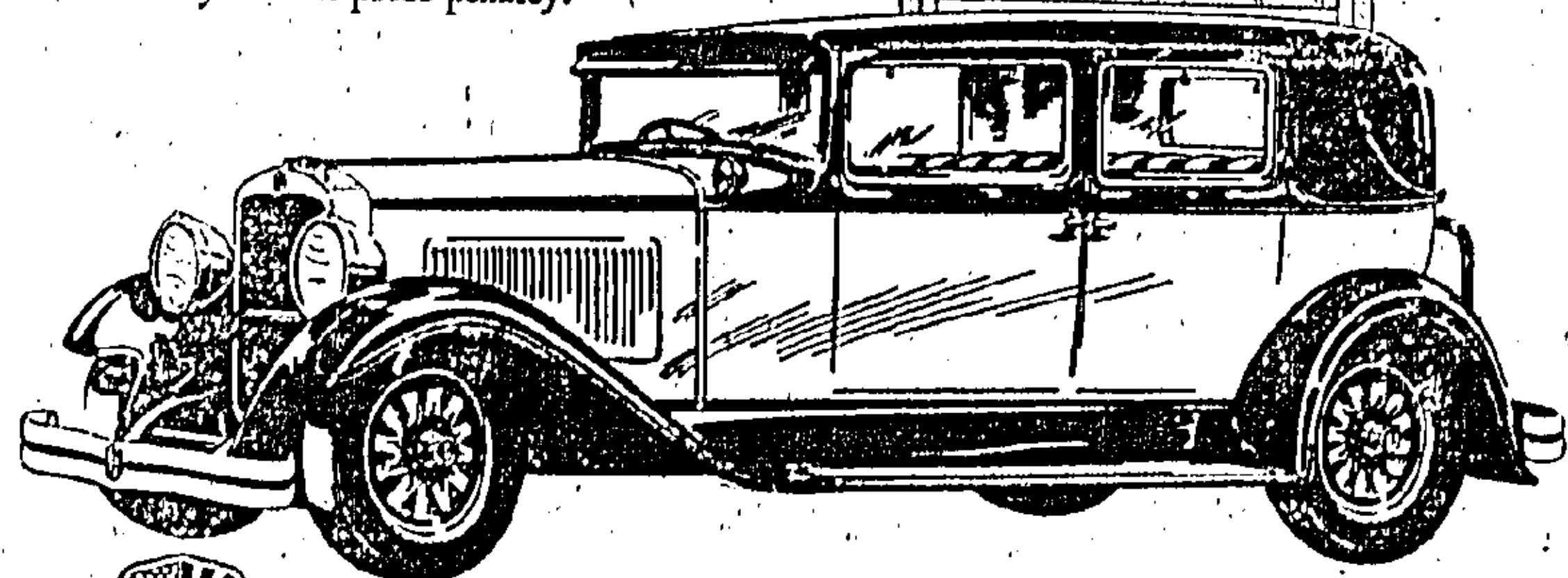
Bumpers front and rear at no extra cost



Centralized chassis lubrication. Every part of your car is oiled



World's easiest steering—effortless driving



## THE NEW NASH '400'

WONG SIU WOON,

Telephone C.1674, 21.

Sole Agents for Hongkong and South China.

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### CARE OF PLUGS.

#### Useful Hints.

[By Israel Klein.]

Too much can never be written about the care of the spark plug, for these little attachments mean a great deal if the engine is to be kept running with the smoothness and power for which it has been designed.

Spark plugs have become more important in the last two years with the coming of the high compression engine, for these necessitate perfect ignition if they are to run properly. Here, too, with increased compression bringing higher operating temperature and much faster operation, much more stringent demands are made on the spark plug than heretofore.

The motorist, therefore, will find that loss of power, missing of the motor, knocking, and other such difficulties may be traced to either fouled or improperly set plugs.

A new automobile is certain to have the right type of spark plugs in it, for these have been placed there by the manufacturer and have been expressly specified for that particular engine by the engineers.

After a year's operation, however, a car needs a new set of plugs. Spark plug designers say that plugs run down after about 10,000 miles of operation and should be replaced to maintain efficient engine performance.

It is in replacing the spark plugs that the motorist should watch his step. He should find out, either from the booklet of instructions furnished with each automobile or from the automobile dealer, exactly what type of plugs should go into his motor. There are several types and sizes, in accordance with the size and design of the motors in use to-day, and only a definite type and size will fit into a certain motor.

The proper spark plug, if properly fitted, will be so placed that the bottom of its shell will set flush with the top of the firing chamber, and only the firing points will extend into the chamber. Also its points will be just the distance apart required for the motor for which it is designed.

As a result there should be no trouble so far as ignition is concerned.

However, poor gasoline or oil pumped up into the chamber will foul the spark plugs and result in missing of the engine. The remedies are obvious. But a fouled spark plug, if comparatively new, needn't be thrown away. It can be cleaned with alcohol or any liquid metal polish and the carbon soot rubbed off gently with a cloth.

The fouled plug, however, should not be put back into its former cylinder. A plug from a cylinder that has caused no fouling should be substituted for it and the fouled plug, with points reset at the proper gap and cleaned, may go into the cleaner chamber.

If a pinging knock is heard in the motor, and the carbon has been cleaned out of it, the cause of this knock may be traced to overheated spark plugs, which cause the mixture to ignite too soon. If the spark plug is of the right type and size for the motor and if it is installed properly, this trouble should not come up. It is brought up here as another reason why only the proper type and size spark plugs should be used.

The only trouble that might arise from properly used spark plugs, aside from those caused by loose pistons and poor gasoline or a rich mixture, will come when the plugs get old. A recent test in Chicago showed that a motor with plugs that had been used for 12,000 miles had lost 15 per cent. of its available power. New plugs brought it back to normal.

### ONE SIGNAL ONLY.

Complex Signals  
Misleading.

### A SUGGESTION.

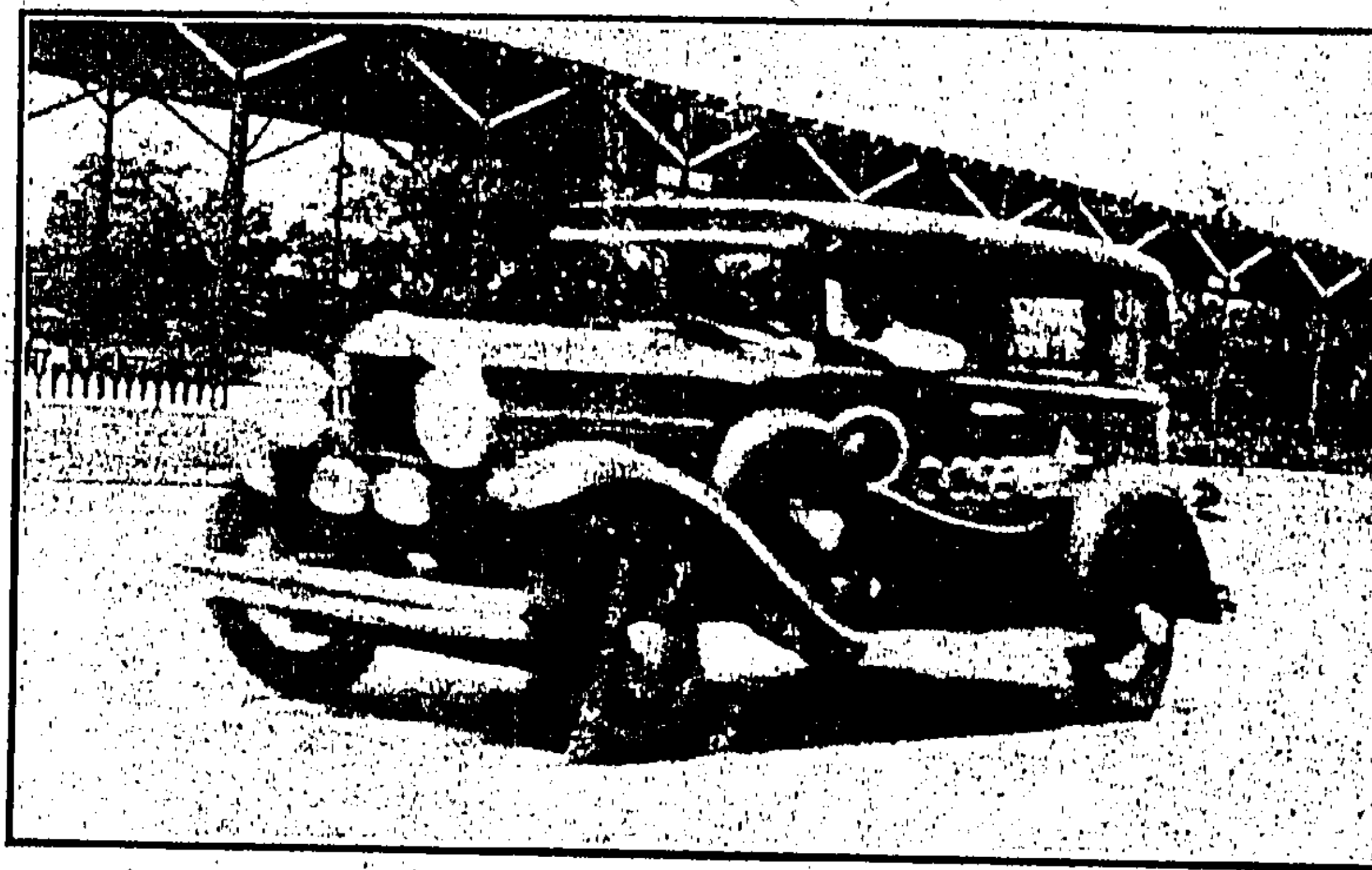
Long and close observation has established the fact that many road accidents are caused by ignorant or over-zealous drivers giving the wrong signals, says "The Light Car and Cyclecar." Believing that it is a case of the lesser of two evils, this journal recommends that drivers should master only one essential signal—namely, holding out the right arm horizontally, when it is intended to turn right. It is pointed out that cases have been all too frequent where drivers, when endeavouring to apprise others of their intentions, have found themselves in trouble and where complex signals have conveyed a meaning entirely at variance with that which was intended. The suggestion is made that the only signal that is really essential should convey the meaning "It is dangerous to overtake on my off side."

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The Roosevelt sedan which broke all records for sustained automotive performance on the Indianapolis Speedway near the finish of the grueling test.

BUILT BY THE MAKERS OF THE FAMOUS MARMON CAR.

PROVIDING FAITHFUL ECONOMICAL TRANSPORTATION  
TO THE AVERAGE FAMILY—BUT IN THE MORE  
ADVANCED MANNER

## the Roosevelt

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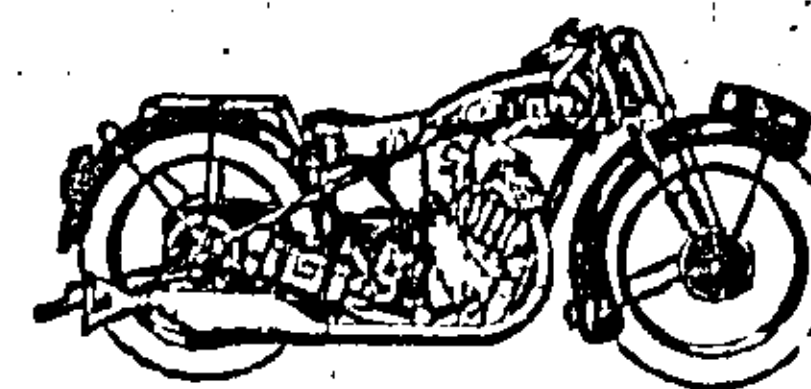
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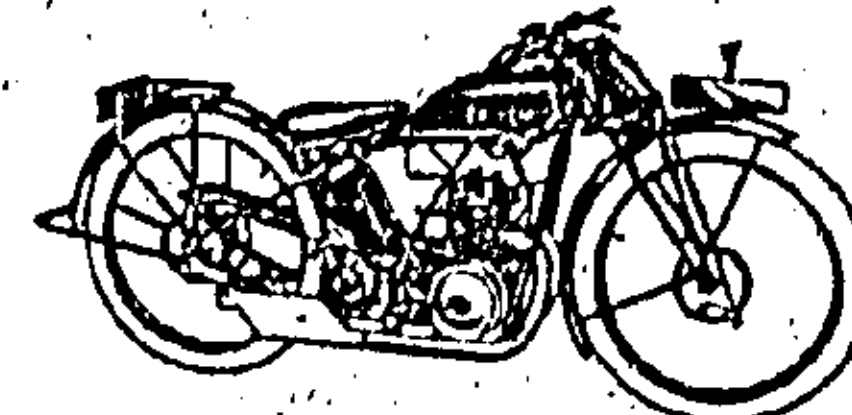
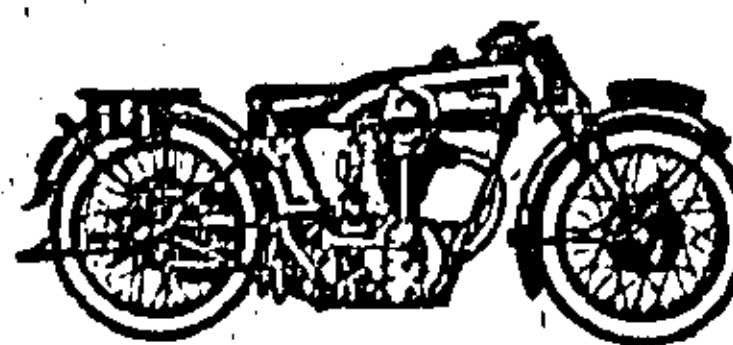
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### EXCELSIOR



There is a model in our stock to suit your requirement—be it for business, pleasures or sports, and a price within the reach of your means. Hire-purchase system can be arranged, and our repairing service is always at your command.

Kindly Apply for Particulars

## THE SINCERE CO., LTD.

SOLE AGENTS.







NANKING AID TO  
MUKDEN.TROOPS AND FINANCIAL  
SUPPORT.

## FRONTIER SITUATION.

Nanking, Aug. 23. It is semi-officially stated, that the National Government is prepared to dispatch all the Nanking troops in Honan, Shantung and Chihli Provinces into Manchuria to assist General Chang Hsueh-liang in defending the frontiers. In this connection, it is anticipated that extensive troop movements will take place on the Peking-Hankow and Tientsin-Pukow Lines during the coming week.

\$2,000,000 For Mukden.

To finance the Manchurian troops, the National Government has ordered the Finance Ministry to send \$2,000,000 to General Chang Hsueh-liang.

The National Government has been informed by "intelligence" that the Russians have so far sent 80,000 men to the Chinese-Soviet frontiers.

## Anti-Soviet Army.

Shanghai, Aug. 23.

A message from Mukden states that following an important military conference at which measures dealing with the situation on the Sino-Russian border were adopted, Chang Tso-hsiang, the Governor of Kirin, was appointed Commander-in-Chief of the newly-organised anti-Soviet army. Ho Cheng-chun, the Nanking Government's special representative, participated in the deliberations.

A Nanking message says Chin Yao-yen, the special representative of Chang Hsueh-liang, arrived yesterday from Mukden to report on conditions in Manchuria relative to the Sino-Soviet dispute. —*Reuter*.

## Object of Raids.

Peking, Aug. 23. To effect the closing up of the coal mines in Chalanor, in the west, and Muling, in the east, is reported to be the object of the Soviet's organised military raids across these borders, as this would paralysed the C. E. R., which draws its entire coal supply from these mines, the only other source in Manchuria being the S.M.R. mines at Fushun.

The Chinese appear to appreciate this as practically all the troops now on the borders are concentrated in these areas.

It is learned from the Harbin region that for a thousand miles along the Amur the only Chinese troops are a garrison of three thousand men at Taihebo, whose position is precarious owing to the difficulty of getting up supplies from Tsitsihar.

Chinese reports from Harbin state that the Russians are still occupying Tungning, southward of Suifenho. —*Reuter*.

## Japanese Views.

Tokyo, Aug. 23. Despite the increasing frequency of clashes between the Chinese and Soviet troops official circles continue optimistic that an actual outbreak of hostilities is very unlikely.

It is thought probable that a basis for the opening of formal negotiations will be reached before long by the Soviet agreeing to appoint new bureau chiefs for the Chinese Eastern Railway.

While reports of border clashes appear to be true in substance, it is intimated that little faith is placed in either Chinese or Soviet charges and counter-charges. It is a case of six of one and half a dozen of the other.

Regarding the recent reports of friction between Nanking and Mukden, the official view appears to be that Mukden acted too much on its own at the outset, but it is believed that she is now more or less toying the line and following Nanking's instructions. —*Reuter*.

## Denial of Increase in Garrison.

Peking, Aug. 23. A member of the Japanese Legation stated to-day in connexion with reports of further increases in the Japanese garrisons of Manchuria, that at present there are under eight thousand Japanese troops in all in Manchuria. The Changchun garrison is 760 men. —*Reuter*.

## WATER LEVELS.

FOR WEST, NORTH AND  
EAST RIVERS.

The following table, compiled by the Board of Conservancy Works of Kwangtung, shows the water levels in English feet on the West, North and East Rivers on the dates named:

	Aug. 22	Aug. 23
Shiuhing	24.4	—
Taiyunguen	10.8	—
Shamshui	18.0	15.6
Sheklung	6.6	5.9

ABERDEEN FLEET NOT  
TRACED.

(Continued from Page 1.)

at 11.50 a.m. At 11.45 on Thursday, five minutes before gale force was reached in Hongkong, orders were given to hoist the No. 7 Signal and to fire the bombs, thus preparing the Colony for the worst. Sustained typhoon force occurred here just before 1 p.m. and in the circumstances it would have been sheer waste of time to hoist the No. 6 Signal, with a typhoon rapidly approaching the Colony. The *Morning Post* correspondent intimates that the No. 6 Signal should have been hoisted at 10 a.m., before even gale force was reached here. I disagree.

Six Chinese Drowned During  
Voyage.

Six persons on board a cargo junk, No. 1598, the Kwok Shing Hop, were drowned during the typhoon on Thursday afternoon, while on the voyage from Canton to Hongkong with a cargo of bricks. According to a Chinese source, the junk had 12 persons on board with 70,000 bricks, the vessel itself being 2,488 piculs in capacity.

The junk encountered the storm in Ching Wan waters, about 2.10 p.m. and realising the peril he was in the master took steps to throw all the bricks into the sea to save his vessel. While this was proceeding the junk was swamped by big waves and sank.

Of the six persons drowned three were women and the others young girls between 8 and 12 years old. The six persons saved were the master and mistress of the junk as well as four foks. It is understood that they caught hold of the wreckage of the vessel and drifted until shortly before dawn yesterday, when they were picked up by fishing junks, and arrived in Hongkong at two o'clock in the afternoon.

## Macao Escapes.

The latest position of the typhoon, issued on Thursday evening, placed the typhoon in the vicinity of Macao and yesterday it was considered likely that the Portuguese Colony had suffered a good deal of damage. Fears were set at rest however, last evening, when the S.S. Sui Tai arrived from Macao, having left Hongkong at eight o'clock in the morning.

According to the officers of the vessel little or no damage was done in the Portuguese Colony, the wind force being estimated at about 70 miles an hour. A strong wind was maintained from 12 o'clock until two o'clock, and carried away bricks from roofs, occasional sign boards and a few small trees.

One of the foreign hotels had a few slates ripped from the roof but the matings on the new recreation withstood the blow. As a precaution the Chinese restaurants, boarding houses and theatres were closed, and residents of the Colony took the usual precautions to prevent damage as far as possible.

## Gunboats Sunk.

Canton, Aug. 23. The Cantonese gunboats Kong Koo and Feipang sank in the Sinitak district during yesterday's typhoon.

Over ten members of their crews were drowned. A Canton-bound Shiuhing passenger boat capsized, and the loss of life is supposed to be heavy.

## Over Thirty Lives Lost.

Another report states that a considerable sensation was caused in Canton when it was learned that the two gunboats, which were anchored in the Tai Leung river, in Kwangtung, had foundered during the typhoon which swept through Tai Leung on Thursday evening.

Over thirty of the naval men on board the two vessels were drowned, according to a Canton message to hand last night. The names of those who lost their lives are not known, and following the spread of the news there have been continuous enquiries at the Canton Naval Department as to the safety of those on board the gunboats. The number of men saved is believed to be very small.

## Devastation Along West River.

The typhoon swept along the West River coast and it is believed that it directly hit Shiuhing, an important city on the West River. From seven until almost ten o'clock the populace at Shiuhing had a trying time when, in addition to the typhoon, a big fire broke out. According to Chinese passengers who arrived in Hongkong yesterday afternoon from Wuchow on board the S.S. Tai Ming, the big fire at Shiuhing raged to the ground almost eighty Chinese residences. On the voyage from Wuchow the Tai Ming had to put in at Lukpo, a flourishing city between Shiuhing and Takling, on the upper course of the West River. When the Tai Ming passed along Shiuhing river

WEST HAM MADE  
SOLVENT.

£344,000 DEFICIT NOW  
£164,000 SURPLUS.

When, in 1926, the elected guardians of West Ham were superseded by three appointed by the Ministry of Health, there was a deficit in the Union of £344,320.

These three appointed guardians complete their tenure of office at the end of this month, and are able to report a surplus to date of £164,897.

The report is signed by Sir Alfred Woodgate, chairman; Mr. J. Topping and Mr. C. S. Petheram.

## Relief Policy.

Although the Ministry of Health has expressed no desire for a further report, the appointed guardians consider it essential, "on historical grounds alone," that the results of their administration should be on permanent record.

Their policy, they say, briefly stated, has been:

That each application for relief should be dealt with on its merits; that in the case of outdoor relief to the able-bodied unemployed the amount given, while relieving destitution, should not be such as to deter the applicant from preferring employment, and generally that the obligations of liable relatives should be fully considered.

## Numbers and Cost Reduced.

The following table shows the reduction in numbers and cost of those receiving outdoor relief, including both "permanent" and "unemployed" cases, since the appointed guardians resumed office:

Further evidence has been obtained, it is stated, that the great majority of the unemployed who had ceased to apply for relief had obtained work.

## Encouraged to Get Work.

The board (the appointed guardians state) is of opinion that it has largely removed the spirit of indifference in regard to the question of obtaining employment even among the cases now on relief, a large percentage of whom are long-standing cases.

"The guardians consider that this consistent encouragement to get work, combined with a steady adherence to a strict administration of relief to the able-bodied unemployed, will result in the practical elimination of this class of recipient of relief from the relieving officers' book."

The fire there was still burning, though by that time it was partly under control.

## Shiuhing Pagoda.

It is understood that the Shiuhing Pagoda, built several hundred years ago during the Ming Dynasty, had a narrow escape from being destroyed by the fire, which swept through the vicinity of the Pagoda.

It is further reported that in the lower course of the West River from Kwongkong to Shiuhing quite a number of cargo junks and small craft were sunk during the typhoon, but not known at present.

It is learned also that Takling was devastated by the typhoon.

WOMAN KILLED IN  
THE ALPS.

300 FT. FALL TO DEATH  
ON ROCKS.

An afternoon walk taken by three Englishwomen, who arrived at Wilderswil, a village 2½ miles from Interlaken, Switzerland, on July 14, ended in the tragic death of one of them, Mrs. K. C. B. Furniss, whose mother lives in Sandmere-road, Clapham.

Her sister, Mrs. Bartaby Smith, was injured, while the third woman, Miss Laver, was unhurt.

The accident is described by the manager of the Jungfrau Hotel, at Wilderswil, where the visitors were staying.

"It was in no sense a climbing accident," he said. "Mrs. Furniss, with her sister and her friend, decided to go for a short walk on Monday afternoon to Tschingelfluh, which is not more than half a mile from the hotel.

## On the Verge.

"It began to rain heavily soon after, and about 4.30 they decided to return.

"While walking on very wet grass Mrs. Furniss slipped on some leaves and fell over the edge of the track on to some rocks.

"She remained balanced on the edge for a second, and then fell from the rocks to lower ground, about 300 feet below.

"Mrs. Smith made a desperate effort to reach her sister, and very nearly met with the same fate.

"But for the fact that her clothing became entangled in the branches of a small pine tree she would have been killed.

"Miss Laver rushed for help and returned with villagers who were able to rescue both women with ropes.

"Unhappily, Mrs. Furniss, who had a broken arm and a broken leg, died some time after.

## AMERICAN STOCKS.

CABLED QUOTATIONS FROM  
NEW YORK.

The following quotations as at the close of the market on Friday have been received from their correspondents Messrs. Hayden, Stone and Co. of New York, by Messrs. Swann, Calvert and Co., 100 Nassau House, Shanghai, (cable address: "Swann, Calvert and Co., 100 Nassau House, Shanghai"), who are not responsible for the cable mutilations. The quotations are subject to confirmation:

	Previous	Latest
Price.	Price.	
Annealed Copper	121	122
Bethlehem Steel	133	139
Baltimore and Ohio	138	137
Chrysler Corp. (Common)	73	74
General Motor (Common)	75	76
Goodyear Tyre and Rubber	109	109
Granby Consolidated	79	79
Copper	74	73
International Cement (Common)	93	92
Liggett and Myers "P"	92	92
Missouri Pacific (Common)	45	45
Nevada Consolidated	91	96
Copper	44	46
Standard Oil Co. of New York	72	73
Standard Oil Co. of New Jersey	148	147
Southern Pacific	70	70
Texas Corporation	250	250
United States Steel	122	127
Vacuum Oil	24	24
Willis Overland	unq.	unq.

## The Very Idea!

A J. Richardson, sixty-seven, Britain's so-called oldest airman, made a lone flight from Norwich to Rotterdam, Holland, and back recently.

He scorned the dissuading pleas of his fellow airman, saying: "Don't talk to me about nerve. It doesn't take much courage to fly over the sea."

Richardson learned to fly two years ago because, having given up farming, he "had nothing else to do."

A man in the Belfast union infirmary, about 30 years old, walks around in a daze and can only recall incidents happening in the past year. "Matt" as he is known, has been subjected to drugs in an endeavour to induce him to talk about himself during a stupor. The only inkling to his identity is the fact that he seems familiar with the duties of a chemist. Other than that his mind is blank.

There was once an Aberdonian child who shot his parents so that he could go to the orphan's picnic.

One of the paradoxes of the new era in Turkey is the masquerading of men as women to get work.

Fourteen young men who, disguised as women, had obtained jobs in a tobacco depot in Smyrna, were arrested by the Turkish police. The ye explained that the shortage of jobs for men had forced them into skirts.

Women, because of their dexterity in sorting leaves, are in greater demand than men among the tobacco companies.

Two boys went into a telephone booth and, while one of them waited, the other rang up an office in the city and asked if they wanted an office boy.

"No," came the reply, "we've got one."

"But," asked the boy on the phone, "perhaps you'll be wanting one next week?"

"No," said the city firm, "we've got a boy."

"Would you want a boy the week after that?" persisted the boy.

"No," boomed the employer's voice, "we've got a boy and we're quite satisfied."

"Will you be wanting an office boy in three months, then?"

"No! no!" And the city man hung up.

"Well," asked the other of the boy who had phoned, "I didn't know you were looking for a job?"

"I'm not," replied the first, "I just thought I'd phone the office and find out how I stood with my firm."

Mother: "Mary Ann, what is a guitar?"

Little Daughter (after much pondering): "I guess it's a ukulele's papa."

He smashed the eggs in my hair so I gave him the chips.—A woman witness at the Old Bailey.

Debtor at Bow County Court: I am out of work just now, at least not exactly out of work as I am on the Labour Exchange.

Prisoner at Highbury: I gave them a song when I was in the cells and that proves I was drunk.

I do not mind my face being torn to pieces, but I do object to my fingers being bitten.—A woman at North London.

Solicitor at Bow County Court: This has resulted in a checkmate for you?

Defendant: Yes, mate. Woman in assault case at Peng: I would not hurt a cat. I have a mother of my own.

Brigand—"Halt. If you move, you're dead."

Professor—"My man, you should be more careful of your English. If I should move, it would be a positive sign that I was alive."

DUBLIN GRAND PRIX  
FATALITY.BOY HURLED BY COLLISION  
INTO LIFFEY.

Dublin, July 11.

An extraordinary accident occurred in Dublin to-day and marred the preparations for the Irish International Grand Prix Motor-car Race.

The car of the famous racing driver, Basil Eyston, when returning from weighing in, came into collision on King's Bridge, near the gates of the park, with a pony cart in which were the driver and Patrick Devine, aged 14.

The driver of the cart jumped clear, and was unhurt, but Devine, who was in the back of the cart, was thrown over the parapet of the bridge into the River Liffey. He disappeared, and his body has not yet been recovered, although the police have been dragging at the spot for some hours.

Basil Eyston was taken to the police station and charged with the manslaughter of Devine. He was released on bail. It is uncertain whether he will drive to-morrow. If the Bugatti he was driving at the time of the accident is not damaged, his brother, G. E. T. Eyston, may take his place in

## Special Sale

OF  
RAINCOATS  
AND  
BOOTS

There are a few suitable for small LADIES' WEAR AT HALF PRICE.

AT  
**25% Discount**  
OFF  
REGULAR PRICES.

We have decided to offer the whole of our Stock of "Burberry," "Peltinval," "Garberine" and other cloths at this large sacrifice to make room for the new Autumn Goods.

All Sizes on Sale at

**Wm. POWELL, Ltd.**

10, Ice House Street.

## Court Shoes

are popular.

ANKLES are shown to advantage in well fitting Court Shoes ..... worn with an appropriate ensemble they are *de rigueur*.



NEW STYLES FOR LADIES JUST RECEIVED. ALSO "START-BITE" FOR CHILDREN.

## GORDON'S

KAYAMALLY BUILDING.  
TEL. C. 4052.



Before You Go into the Water.

Go to YEE SANG FAT

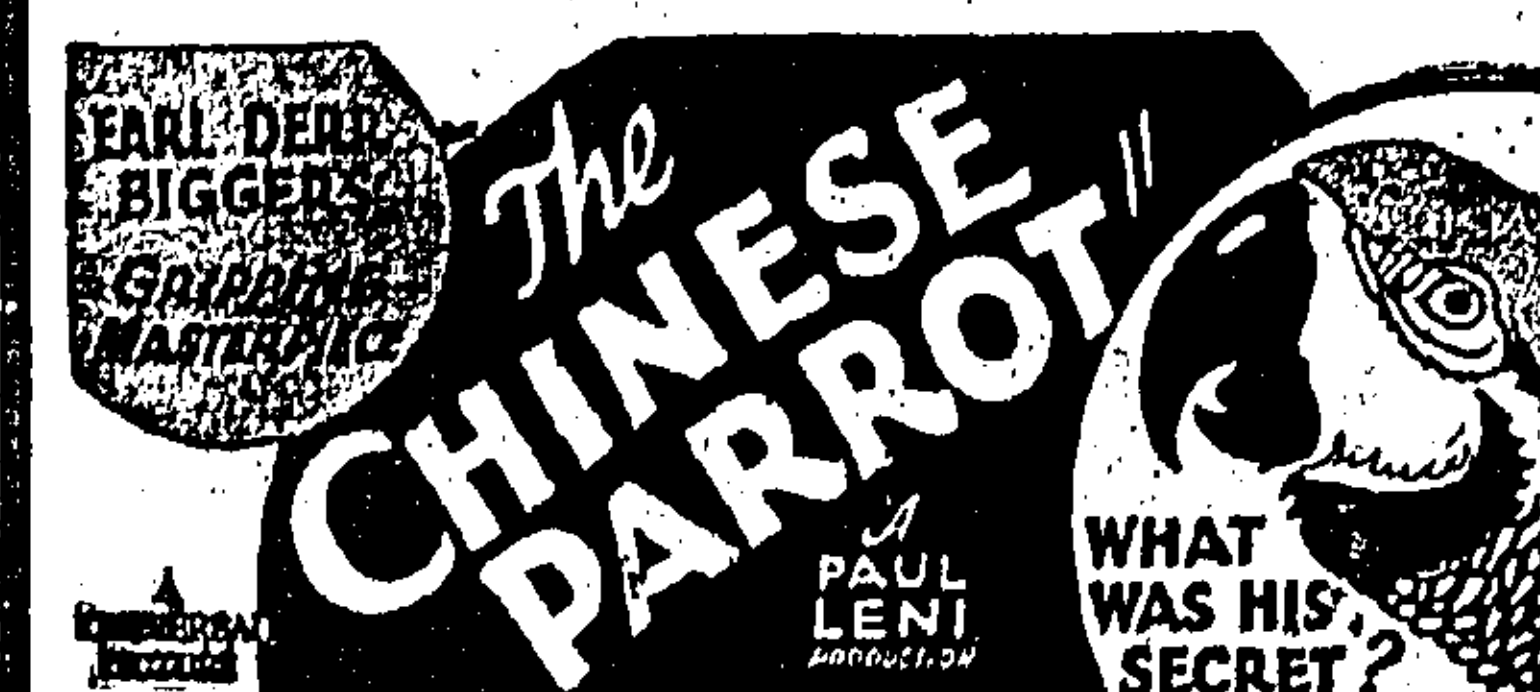
For a

## BATHING COSTUME

For MEN, LADIES, CHILDREN.

## YEE SANG FAT.

TO-DAY ONLY. at 2.30, 5.20, 7.15 and 9.15



Starring MARIAN NIXON, ANNA MAY WONG

AT THE MAJESTIC

NATHAN ROAD KOWLOON.

the big race, but Basil Eyston was also to have driven a Riley in the small car race to-morrow.

The Mercedes driver, Thalethwayte, was lapping at 81.2 m.p.h.; Kiehlston, on a big Bentley that won the Le Mans race, at 80.3 m.p.h.; Perkins' supercharged Bentley, 79.9 m.p.h.; and Benjafeld (Alfa Romeo), 76.7. The

race on Saturday, therefore, ought to develop into a great three-cornered fight on handicap between Britain, Italy, and Germany.

Captain Malcolm, on a supercharged three-litre Sunbeam, was going well. In the small cars, which race to-morrow, Ramponi (Alfa-Romeo) was lapping at 73-m.p.h.



"Don't be so stingy with the ice cream, Jimmy; I haven't had a bite of food since yesterday."



## Is It REALLY RUNNING?

That's the question every woman asks the first time she sees the New Silent Kelvinator

SO SILENT is the new 1929 Kelvinator that even when standing close by, you cannot detect whether the mechanism is running. Scores of women who have inspected the new unit are delighted with its smooth, silent performance.

Call and make the test yourself. Then note the other advanced features of the New Silent Kelvinator, including the new flexible rubber tray for instant removal of ice cubes, automatic cold-keeper and artistic, sturdy cabinets.

### THE RELIABLE KELVINATOR

Agents—REISS, MASSEY & Co., Ltd.  
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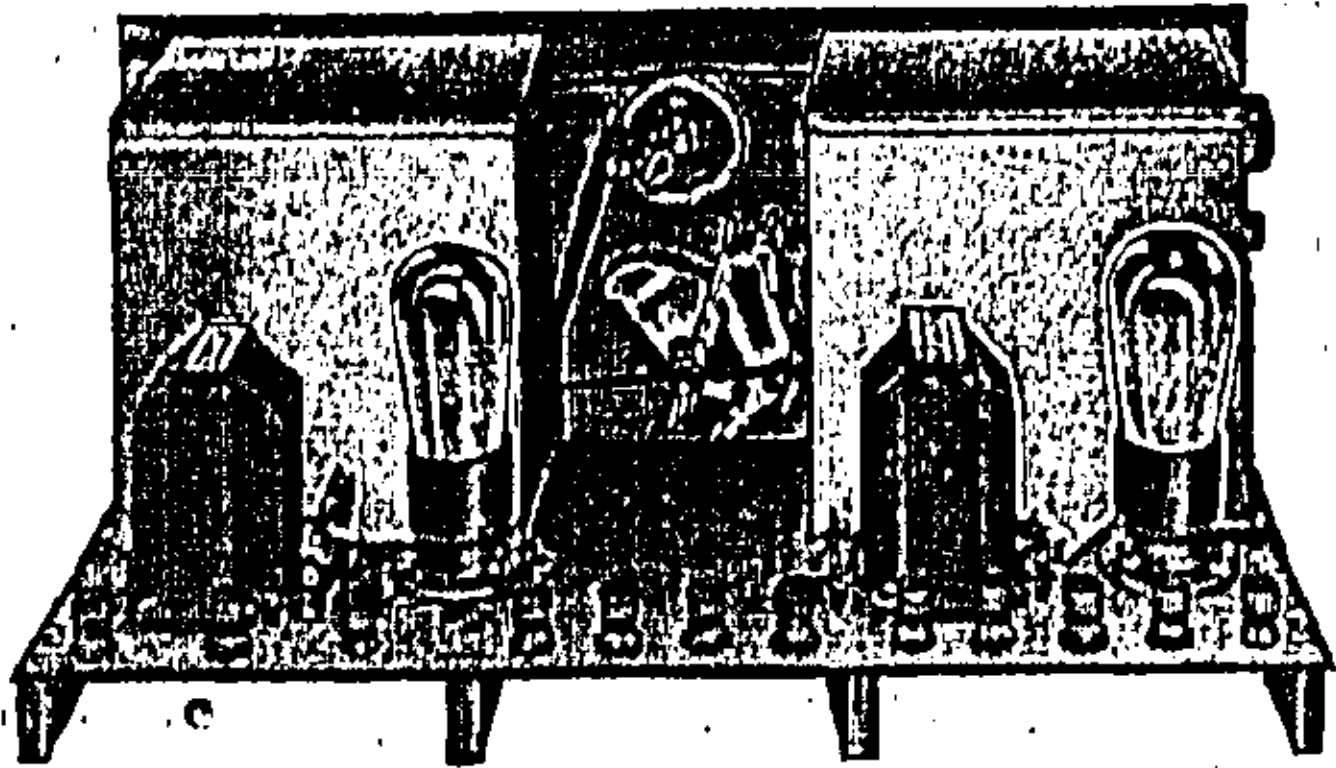
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## SHANGHAI-HANGCHOW-MOKANSHAN BY MOTOR CYCLE.



This photograph was taken at the start of a trip by motor-cycle from Shanghai to Mokanshan, via Hangchow recently. The party includes Messrs. R. Audouard, W. Bado, Peter Chen, Miss Rita Mendel, Messrs. H. Schmidt, H. Vollrath and a Chinese mechanic.

### SIR W. JOWITT'S DEFENCE.

#### NO CHANGE IN HIS PRINCIPLES.

Sir William Jowitt, K.C., the Attorney-General, opened his campaign in the Preston by-election with an explanation of his crossing of the floor.

Sir William Jowitt, in opening, remarked that when he last spoke there he expounded his political principles. He had not changed these. He stood by everything he then said. He had adopted no new faith, and no new creed.

"I have been condemned," he added, "by many who knew nothing and cared less about our local political situation—a situation I believe without parallel in the country; by many who knew nothing of the policy I then advocated; by some who believe or profess to believe that I have been subjected to a process of sudden conversion as complete and rapid as that of St. Paul; and by a few—you and I know how few—who have endeavoured to conceal the diminutive size of their army by the violence of their bombardment."

#### Reply to Attacks.

"Please do not think I complain of these attacks. Knave though I may be, I have not yet been accused of being a fool. It was perfectly clear that these attacks would come. Neither has their source nor their bitterness surprised me. Mr. Churchill, speaking recently in the House of Commons, said that he hoped the gangway which separates the Liberals from the Conservatives would prove to be narrower than the Labour. Whether this prove

to be so or not, it is a perfectly legitimate political move to make it clear to would-be voyagers that their crossing will be exceedingly uncomfortable. Those controlling the destinies of the Liberal Party no doubt contemplate that others, profiting by my awful example, will stay where they are; and the Tory managers perhaps believe that they have illustrated the comparative advantages of slipping across the gangway rather than the floor, in which case a disembarkation, as experience has shown us, is invariably accompanied by an almost royal salute.

"I trust that public men in this country," he added, "will always have the courage to do what seems to them right, undeterred by the consideration of what people will say."

"If, then," the Attorney-General declared, "any man comes to the conclusion that he can render more useful national service by serving under this leader rather than that leader, or this party rather than that party, he should never hesitate to make the change if he can do so with sincerity and without sacrifice of principle."

#### "A Trumpy Matter."

"When, therefore, I was asked by the Prime Minister to join his administration—and I may add I did not approach him to ask that I might be found a place, nor was I aware that he was going to ask me to serve until he in fact did so—it seemed to me then, as it seems to me now, that it was my clear duty to decide for myself these questions: (1) How best could I contribute to bring about the national well-being; (2) How far ought a sense of party allegiance or party loyalty to influence me; (3) Should I find myself in the position of paying lip-service to ideals in which I did not believe; or changing those prin-

ciples and those policies I had so recently advocated."

The Government, Sir William Jowitt asserted, had made a good beginning. A springtime of four and a half weeks compared well with the previous hibernation of four and a half years. What splendid results might they achieve in 4½ years! How lamentable was the work to be interrupted.

"The last Labour Government," he continued, "fell after nine months through a trampy matter primarily concerning the administration of the law. You know the vote I gave them. May the present law officers succeed in seeing that this great task is not so interrupted."

Surveying the programme of the Socialist Party, the Attorney-General stated: "Schemes such as that for the great Zambesi bridge, the concession for which would have lapsed in August, will be undertaken."

In a reference to India, he observed: "Overshadowing all other Empire questions there must shortly arise for decision the great question of the future governance of India. God grant that the Government may prove to possess the insight, the sagacity, and beyond all, the courage, which will prove necessary for a solution of this tremendous problem."

In the voting referred to above, Sir William Jowitt in the first division voted with the Conservatives against the vote of censure over the Campbell affair, which had originally been moved by Sir Robert Horne. This was defeated by a large majority. The House then divided on the Liberal amendment to set up a Select Committee of Inquiry, the amendment being carried by 364 to 198. On this occasion Sir William Jowitt voted with the defeated Government.

## An Announcement of Great Moment!

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A.B.C. 5th Edition.  
Bentley's.**REFORMATION OR  
ROME.****MODERNIST POLICY MUST  
PREVAIL.**

London, July 16.

Dr. Barnes, Bishop of Birmingham, has issued a statement on "a policy for modernists" in the Church. This is a sequel to the alteration between Dr. Barnes and Dr. Furse, Bishop of St. Albans, in the Convocation of Canterbury last week.

It will be recalled that on that occasion, the Archbishop of Canterbury rebuked Dr. Barnes for what he described as his "provocative language."

The following is the Bishop of Birmingham's statement in full: "Modernists who give me friendly support may expect a statement, in view of the debates in Convocation last week. Of Episcopal policy little need be said. The majority of my colleagues have resolved upon action which has not the sanction of law. The future will decide whether such action can succeed. I doubt it."

My doubts are strengthened by the conviction that we cannot get any unity worth having within the Church of England unless such unity is based upon sound doctrine. In particular, it is of primary importance that the Church should determine whether its sacramental doctrine is to be that of the Reformers or that of the Roman Church. While this decision is in the balance controversy will be acute. Unfortunately such controversy relates to principles so vital that it is impossible to avoid giving offence.

The great cleavage is between the religion of the Spirit which draws man directly to God and that of a mechanical sacramentalism working upon the supposition that spiritual properties can be made to inhere in material objects. We may try as we may, but if our teaching is clear and decisive those whose views it condemns will be hurt.

**Avoid Personal Attacks.**

Some may recollect what, if my memory is correct, was a slyly ironical passage of Matthew Arnold, in which he spoke of a Bishop of Calcutta whose ideas and writings had been "among the main provocatives of the Indian Mutiny." No missionary can avoid language which some of those whom he wishes to convert will deem provocative.

But, especially to my young Modernist and Liberal Evangelical friends among the clergy, I would say that while we must teach clearly we can, and must, completely avoid all personal attacks. The law of Christ says that he who may be attacked must not attack in return. It is even doubtful if he should seek to defend himself. A Christian teacher is of no importance compared with the doctrines which he is called to maintain. Some who pleaded for peace during the War learned that he who does not suffer in the service of truth is unlikely to give effective service to truth; and the knowledge has been a wholesome discipline.

Two facts are clear. The Modernist heirs of the Evangelical tradition are now in a minority in the English Church. But we are fully assured that our teaching must prevail if the Church of England is to become once again the Church of the English people. The crisis in which we find ourselves may easily make us over anxious. Let us avoid excitement and rest confident that truth will prevail when and as God wills.

It is above all things necessary that, in combining the sound essentials of the Anglican tradition with modern knowledge we do not forget that the heart of our faith is the endeavour to know God and to serve Him. We believe that we can know God better the more fully we search out the meaning of the life of Jesus. Our service, moreover, cannot be dissociated from an active concern in the welfare of our fellows.

What especially grieves me, in connexion with the controversy in which I am most unwillingly involved, is that my desire to unite faith in Christ to an enthusiasm for social welfare may be forgotten. We, laymen and clergy alike, can preach religion inspired and controlled by Christ, yet shaped by the new knowledge and understanding of our own era.

Modernists must find in the widening humanity of Jesus, His freedom from ecclesiasticism, His direct dependence upon God, and His desire to help others, the keynote of social and political progress. So I urge that we must unite whenever possible with Christians of other denominations.

**Part of Religion.**

As a part of our religion we must plead for international peace. "We must demand better housing, less squalor and moral disease continue to deprive many of spiritual



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understanding and hope. We must be ready to accept more taxation if any successful measures can be taken against unemployment. When I feel hurt by something said of me, I think of the misery of the man who cannot get work and then I am ashamed of my pettiness.

Finally I would say that we must be enthusiastic for education, just because we believe it valuable to get a man, in Tyrrell's phrase, to lean on the priest and the sacraments. We would have men thankfully use the Sacrament of Holy Communion and prove that all Christ's followers are his priests. So long as any of our fellow-citizens cannot obtain the best education by which they can profit they will be harmed and our missionary work will be hindered. It is the rightly educated man who can best fashion a living Christian faith within himself as he learns of Christ, and finds God in his own experience of life.

**Question in Parliament.**

In the House of Commons to-day Mr. Holford Knight, Socialist M.P.

for South Nottingham, will ask the Prime Minister:

"Whether his attention has been directed to certain resolutions of the Bench of Bishops intended to authorise variations in the Order of Public Worship which have been submitted to and rejected by this House, and whether, in the interests of public order and good government, the influence of the right hon. gentleman will be exerted on their

lordships to set an example to the nation of obedience to the law and respect for the sanctity of contract."

Mr. Knight said yesterday: "The illegal action of the Bishops is a direct challenge to the supremacy of Parliament. The House of Commons dare not sit down under this affront. No Government can tolerate this flouting of the mandate of Parliament."

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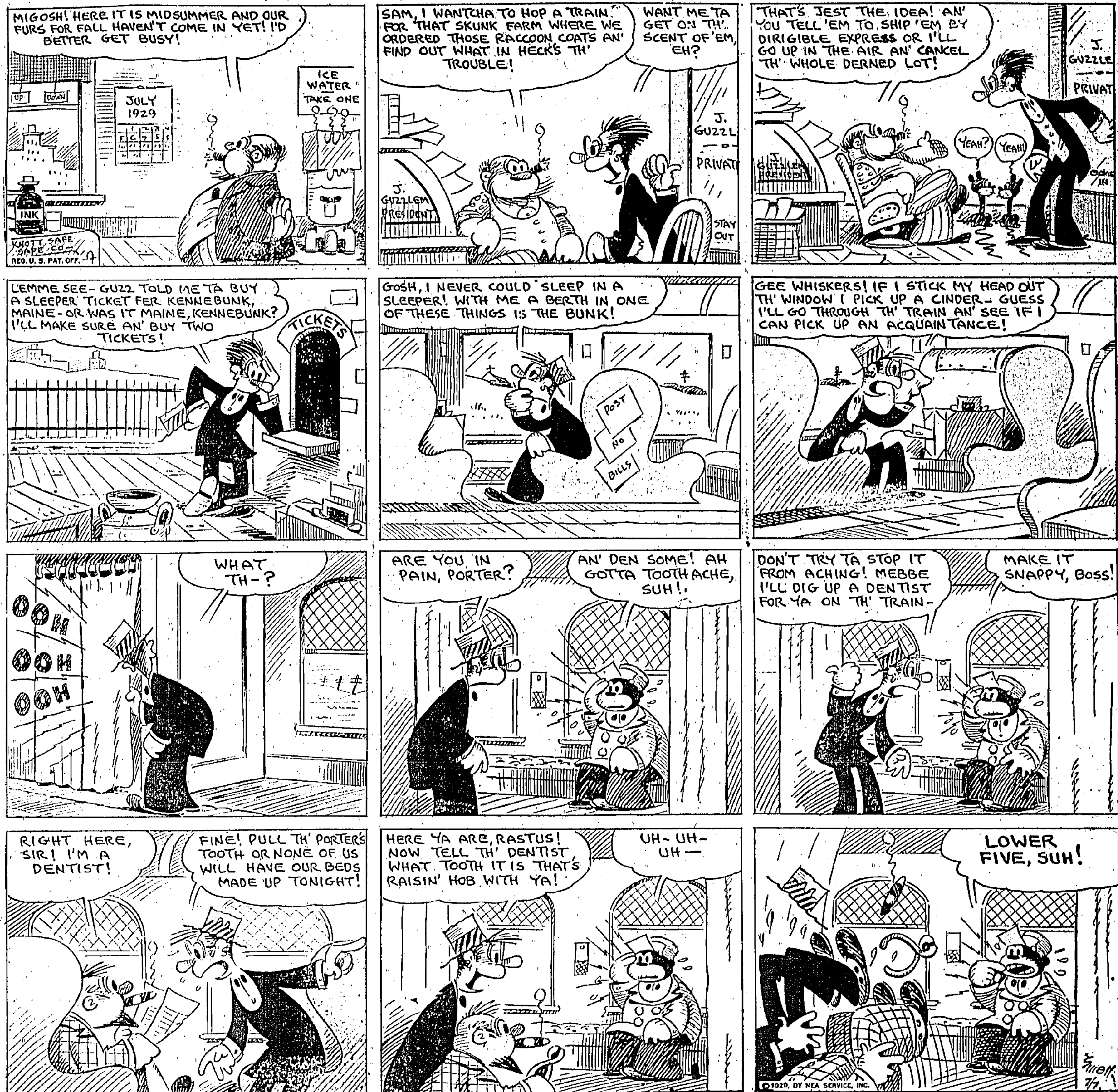
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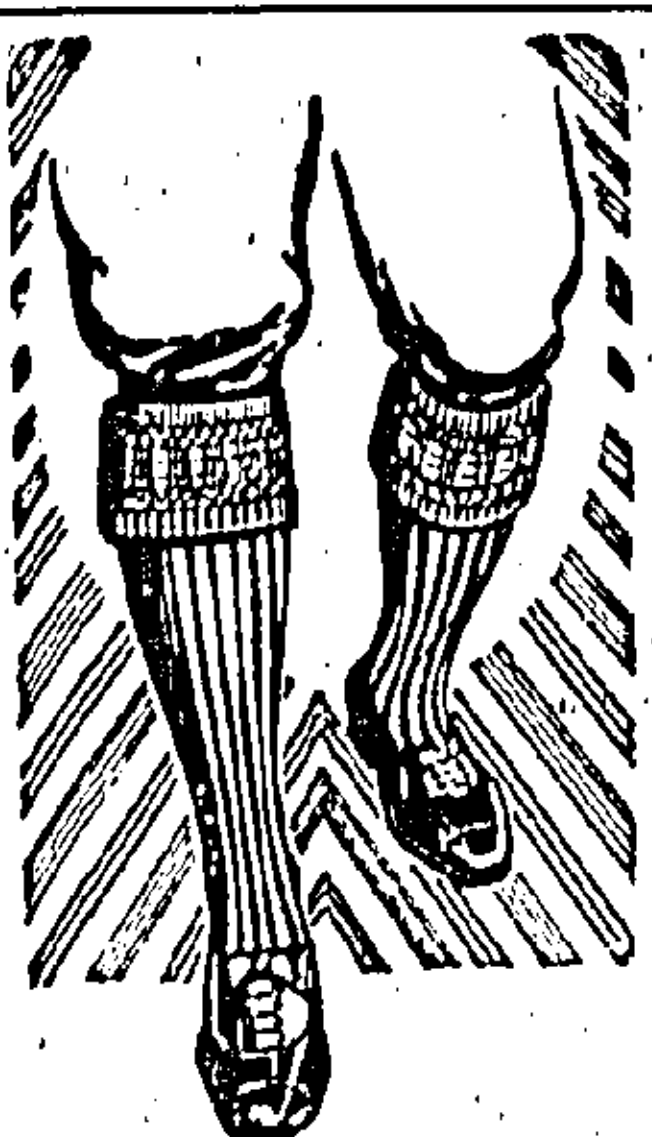
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In White, Black, Plain Colours, Fancy designs etc. Cotton and Art Silk. All sizes in a splendid selection.

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Pullover type with no sleeves.  
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This vest is remarkable value.

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## The Steamship "OLDEKERK"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan and Mortgage Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods, not cleared by the 30th August, 1929, will be subject to rent. All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 29th August, 1929, at 10 a.m. by Messrs. Goddard and Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by  
JAYA-CHINA-JAPAN L.I.N.,  
General Agents,  
Hongkong, 23rd August, 1929.

## THE BEN LINE STEAMERS, LIMITED.

From EUROPE AND STRAITS.

## The Steamship "JENNYVIVIS"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th August will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 10th September, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th August, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO., LTD.,  
Agents,  
Hongkong, 20th August, 1929.

## DRAWING PRIZES.

## VICTORIA BRITISH SCHOOL RESULTS.

At an examination held last term under the auspices of the Royal Drawing Society (London), seven pupils of the (Victoria) British School were presented in the Preparatory Division and all passed, six with honours. The successful candidates are:—  
Honours.—Nancy Duckworth, William S. Gegg, Chas. Hodgegood, Chas. Evans, Eric Stone, David O. Parsons.  
Pass.—Hilda Salmon.

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Korea Maru ... Wednesday, 4th Sept.

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## LONDON, MARSEILLES, ANTWERP &amp; ROTTERDAM via

Singapore, Penang, Colombo & Suva.

Hakozaki Maru ... Saturday, 24th Aug.

Hakusan Maru ... Saturday, 7th Sept.

## SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

Tango Maru ... Wednesday, 25th Sept.

Aki Maru ... Wednesday, 23rd Oct.

## BOMBAY via Singapore, Panang &amp; Colombo.

Tokushima Maru ... Wednesday, 28th Aug.

Sado Maru ... Wednesday, 11th Sept.

## SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Rakuyo Maru ... Tuesday, 24th Sept.

## SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Kawachi Maru ... Friday, 30th Aug.

## NEW YORK, BOSTON, HAVANA via Panama.

Taketoyo Maru ... Friday, 30th Aug.

Mayebashi Maru ... Thursday, 12th Sept.

## LIVERPOOL via Port Said, Constantinople,

Gonos & Marseilles.

Lyons Maru ... Friday, 20th Sept.

## CALCUTTA via Singapore, Penang &amp; Rangoon.

Ikita Maru ... Thursday, 29th Aug.

Penang Maru ... Sunday, 8th Sept.

SHANGHAI, KOBE & YOKOHAMA.

Gonos Maru (Kobe Direct) ... Tuesday, 27th Aug.

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## OBITUARY.

## DEATH OF FORMER FRENCH NAVAL CHIEF.

Paris, Aug. 15.

The death has occurred of Vice-Admiral Frochot, a former Commander-in-Chief of the French Squadron in Far Eastern waters.

Just before his death, he was appointed to the command of the French Mediterranean Squadron—*Indo-pacif.*

[Vice-Admiral Frochot took over the command of the French Far Eastern Fleet in 1924, arriving here on his flagship, the Jules Michelet. He made an official landing in Hongkong on November 24 of that year, and also paid another call in 1925, before proceeding back to Europe on relinquishing the command to his successor, Rear-Admiral Stoltz.

The present Commander-in-Chief is Admiral Mougel, who recently paid an official call on the cruiser Waldeck-Rousseau.]

Mgr. Terri.

Paris, Aug. 17.

The death is also reported of Monsignor Terri, Bishop of Central Africa, aboard a mailboat on which he was returning to France.

Bishop Terri is recognized as one of the principal pioneers of French colonial expansion in Africa, exercising vast influence over the natives.—*Indo-pacif.*

## AFGHAN SITUATION.

## HABIBULLAH'S POSITION MORE DESPERATE.

Calcutta, Aug. 23.

Habibullah is becoming desperate, and has offered a reward of £7,000 for the capture, dead or alive, of Nadir Khan, who with his three brothers, is harassing Habibullah on three fronts.

Habibullah's commander, Khan Mohammed, has been captured with a division of troops by Tagbari tribesmen. The Habibullahites have also been driven off from Gardez.—*Reuter.*

## BIG U.S. BANK MERGER.

## CORPORATION WITH RESOURCES OF \$341,000,000.

Minneapolis, Aug. 23.

The formation of a quarter billion dollar banking corporation, known as the First Bank Stock Corporation, is announced by the First National Bank of Minneapolis and St. Paul.

The holding company will weld together 34 banks in Minnesota, North and South Dakota, and Montana with total resources of \$341,000,000 into a centralized system.—*Reuter's American Service.*

## MURDER TRIAL.

## WITNESS DESCRIBES WALKING THIPS.

The trial of a Chinese, named Lam Ling, on a charge of murdering an Indian constable near the Koon Chung Market, Yaumati, on July 10, was resumed before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday afternoon.

The woman, with whom the prisoner had been living before the crime was committed, resumed her evidence and was in the witness box the entire afternoon.

Mr. H. Somerset Fitzroy, Public Prosecutor, is conducting the case for the Crown.

Continuing her evidence the woman, with whom the prisoner was living, said on her return to the disused quarry where they formerly resided, the prisoner again asked her to sleep with the Indian. Her brother had returned with her but he had left when the prisoner made the suggestion.

When asked what her brother said when he arrived and found the prisoner talking to the Indian constable, witness said that he asked the prisoner if he had told witness to sleep with the Indian but prisoner denied the allegation.

His Worship asked Mr. Fitzroy if he wanted what the girl had said taken down and the Public Prosecutor replied that it had better be taken as he wanted to "clear the atmosphere."

Witness said her brother later left and she followed him to his house in Austin Road. At about 1 a.m. the "robber chief" (prisoner) went to the house and after threatening witness with death if she did not leave with him, took her away.

## All Day Walk.

Continuing witness said that they walked along the railway track and after walking the entire day they arrived at a place which the prisoner told her was Kwong Tung Ku. It was nearly dark and near one of two temples they met two young men.

His Worship (to Mr. Fitzroy): This isn't really a temple is it?

Mr. Fitzroy: It's a nursery.

Witness said that a young girl accused them of wanting to steal chickens but the prisoner replied that it was raining and that he wanted to take shelter. The two men heard the girl make the accusation and asked if she had any rope with which they had intended to secure the prisoner, whom they accused of having kidnapped witness, noting that she was but a young girl in the company of an elderly man.

The prisoner ran away and witness followed, but before going, the two men asked her if she would accompany them to the Police Station as they suspected the prisoner of being a kidnapper.

Producing a revolver, Mr. Fitzroy asked witness if she had it in her possession but witness replied that the "robber chief" had been carrying it. She first saw the weapon at her brother's house before the prisoner took her away. He had threatened to shoot her if she refused to go.

## Pursuers Fired At.

Continuing witness said that when they ran away the two young men followed them.

Mr. Fitzroy: Did you ever see that gun fired? Come on, did anybody fire this?

Witness: Oh, yes, he (prisoner) fired at the two young men. How many shots were fired?

His Worship: You are probably right.

The position of a prisoner's wife giving evidence in a murder case was pointed out to the prisoner who still maintained that he had married the witness according to Chinese customs. When the witness denied that she was his wife, prisoner said that when a man was in the position he was in, many legally married wives would refuse to claim their husbands.

The hearing was adjourned till next Tuesday afternoon.

## JAPAN AND CHINA.

## DIPLOMATIC OPERATIONS BASE TO BE MOVED.

Tokyo, Aug. 23.

It is learned that the Government is considering the question of moving the base of diplomatic operations in China from Peking to Shanghai, where it is probable both naval and military attaches will be stationed in future, while expansion of the Consulate General is likewise contemplated.

The proposed transfer is expected to be a preliminary to the formal removal of the Legation and raising the status to that of an Embassy.—*Reuter.*

## Four.

According to the witness the men ran away and the prisoner put the revolver in his girdle. Later the two men returned with four others. On seeing them the prisoner put the revolver on the ground.

The pursuers overtook the prisoner and one of them asked prisoner who the little girl that was with him was. He replied that she was his wife.

His Worship asked if this was relevant and Mr. Fitzroy replied that the only relevant thing was that the prisoner claimed then that the witness was his wife as he still claimed it in Court.

When accused of having kidnapped the witness, the prisoner told the men that if he were a kidnapper he was willing to be executed. He was then asked why he had the revolver and replied that they could have the weapon if they wanted it.

His Worship remarked that the prisoner at the last hearing had asked if the revolver had been recovered.

Mr. Fitzroy said that was another story. The defendant then wanted to know if the Police had got possession of the weapon.

His Worship asked who the two young men were and was told that they were farmers of the district.

His Worship: They were "not looking for a man who had murdered an Indian constable?"

Mr. Fitzroy: No.

Continuing with her evidence the witness said that one of the men picked up the revolver and remarked that the prisoner ought to be killed but prisoner asked for his life to be spared and told them that they could take the revolver.

The villagers then threatened that they would kill him if he did not leave the district immediately.

The prisoner and witness then returned to Hongkong, walking the entire distance.

Replying to Mr. Fitzroy witness said that she never at any time had the revolver in her possession.

Witness was arrested on July 14.

When asked if he had any questions to put to the witness, the prisoner said that two thirds of her evidence was false while only one third was true.

His Worship: You are probably right.

The position of a prisoner's wife giving evidence in a murder case was pointed out to the prisoner who still maintained that he had married the witness according to Chinese customs. When the witness denied that she was his wife, prisoner said that when a man was in the position he was in, many legally married wives would refuse to claim their husbands.

The hearing was adjourned till next Tuesday afternoon.

## "TORCAT'S ROOSTERS."

## A "TROUPE" OF SIXTY GAME FOWLS.

One of the most remarkable entertainments ever given in Hongkong will be presented shortly at the Queen's Theatre, according to a special advertisement in this issue.

Mr. Torcat and his "troupe" of 60 game roosters have been engaged for a series of performances which will be given in conjunction with a picture programme. The "star" of this "company" of trained game birds is a little English bantam, "Coco," who is the comedian of the show for he furnishes the comedy situations throughout the performance and acts as a real clown might do—disobeying orders and doing just the opposite to what is required of him.

In an interview, Mr. Torcat explains, "my birds are all game cocks, and they come from all parts of the world, including Andalusia, Padua, Japan, etc. It takes me several years to train them to do one particular trick, for instance, it takes three years for one of them to learn to ride a bicycle. Each bird has an understudy. Sometimes I buy a very expensive bird and he turns out to be of no use whatever. I have a farm in France where I train them and to which I retire them in their old age. I have two men whose sole duty is to look after my birds and save them from draughts."

Theatre-goers will be well advised not to miss this original and remarkable entertainment when it comes to the Queen's. Further announcements will shortly be made.

## CURRENCY MATTERS.

## INFORMAL CONFERENCE OF LOCAL EXPERTS.

As a result of correspondence on the subject of local currency in the Press, a meeting consisting of representatives of the leading banks of the Colony, the Colonial Secretary, and the Colonial Treasurer was held recently.

The result of the conference has not been made public, but it is understood that it was purely an informal gathering, called together in order that certain financial matters might be better understood and any difficulties in connection with currency might be overcome.

It is anticipated that a statement regarding currency may be made later, when the financial experts and Government officials have further discussed the matter.

## SINGAPORE BLAZE.

## HALF MILLION DOLLARS LOSS IN GODOWN FIRE.

(Our Own Correspondent.)

Singapore, Aug. 23.

Thousands lined the streets and alleyways in the vicinity of the congested godown area to-night, when a huge fire broke out, completely destroying Messrs. Macallister and Company's godown, containing half a million dollars worth of copra, rubber and gutta percha.

The brigade, using water from the river, cleverly isolated the fire, getting it under control after three hours of fierce fighting.

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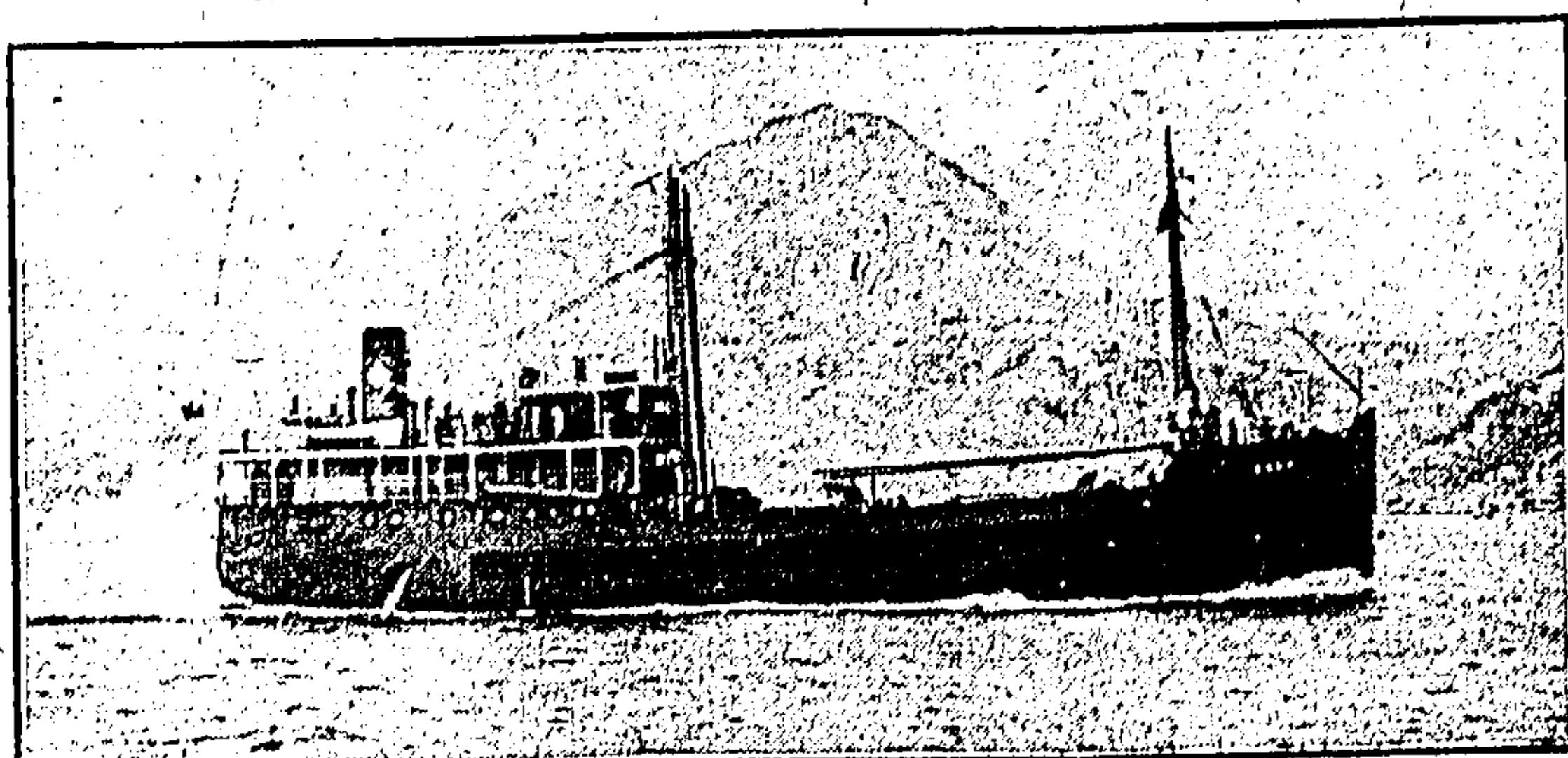
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MOREA	10,954	14th Sept.	Bombay, M'ses & Londn
MANTUA	10,946	28th Sept.	Bombay, M'ses & L'dor
MIRZAPORE	6,713	2nd Oct.	Straits, Colombo & B'bay
*ALIPORE	5,273	9th Oct.	Straits, Colombo & B'bay

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TALMA	10,000	27 Aug. 3.30 p.m.	S'pore, Penang & Calcutta
*DALGONA	5,953	4th Sept.	S'pore, Penang & Calcutta
*GARBETA	5,327	15th Sept.	S'pore, Penang & Calcutta
TILAWA	10,066	4th Oct.	S'pore, Penang & Calcutta
*TALAMBA	8,018	12th Oct.	S'pore, Penang & Calcutta

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ST. ALBANS	4,500	4th Oct.	Island, Townsville, B'bane
NELLORE	6,853	1st Nov.	Sydney and Melbourne.

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The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN

*GARBETA	5,327	25th Aug. 6 a.m.	Moji, Kobe & Osaka
KARMALA	9,128	30th Aug.	S'hai, Moji, Kobe & Yok
*MIRZAPORE	6,715	2nd Sept.	Shanghai, Moji & Kobe
*NAGPORE	5,253	4th Sept.	S'hai, Moji, Kobe & Yok
ST. ALBANS	4,500	10th Sept.	Moji, Kobe, Osaka & Yok
MANTUA	10,946	13th Sept.	Shanghai
TILAWA	10,006	14th Sept.	Amoy, Moji, Kobe & Osaka

\*Cargo only.

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Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Hooshing, Hopsang, Hangsang, Yatshing	Sun. 25th Aug at noon. Wed. 28th Aug at noon. Sun. 1st Sept at noon. Wed. 4th Sept at noon.
TO OSAKA via AMOY, MOJI & KOBE	Kumsang, Hiosang, Namsang, Yuonsang	Tues. 27th Aug at 10 a.m. Tues. 3rd Sept at 7 a.m. Thurs. 19th Sept at 7 a.m. Tues. 1st Oct at 10 a.m.
SHANGHAI, MOJI & KOBE	Kutsang	Tues. 10th Sept at noon.
TO SINGAPORE, PENANG & CALCUTTA	Suisang	Sun. 1st Sept



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## MOTOR CYCLES BARK AND BITE.

MORE DEADLY TO THE RIDERS.

London, July 12.  
"Perhaps the most dangerous vehicle in existence," said Viscount Brentford—still better remembered as "Jix"—when referring to the motor-cycle at a recent luncheon of the National Safety First Association.

Protests by the Royal Automobile Club followed, and in a reply Lord Brentford admits that: "It might be claimed that, from the point of view of the pedestrian, the motor-cycle's bark is worse than its bite."

The Secretary of the R.A.C. pointed out that: "Calculated from the registrations of all motor vehicles current at September 30, 1928, it is found that motor-cycles constitute 35 per cent. of the total accidents, whereas of the accidents involving death or injury, only 31.7 per cent. are attributed to motor-cycles."

Safe Side-Cars.  
Lord Brentford replied: "I have had an examination made of the accident figures for 1928, and some interesting points emerge."

"One is the comparative freedom from accidents enjoyed by motor-cycles with sidecars."

"As regards solo motor-cycles, including those with pillion passengers, I find that the total number of casualties attributed to them is higher in proportion than the average figure for all motor vehicles, and between 35 per cent. and 40 per cent. higher than the figure for private cars and taxicabs."

"The figures show that a high proportion of the accidents attributable to motor-cycles involve death or injury to the riders themselves or their passengers."

"The damage done by motor-cyclists to pedestrians is, I agree, lower than that done by any other group of vehicles."

According to Mr. Leonard W. Matters, writing from the House of Commons, the 630,672 motor-cycles licensed in 1928 were involved in 1,673 fatal accidents. In the same year 308,229 vans, omnibuses and other heavy vehicles were involved in 2,032 accidents.

## CORRESPONDENCE.

Repulse Bay Sheds.

[To The Editor of Hongkong Telegraph.]

Sir,—Now that the recent typhoon has laid low some dozens of bathing sheds at Repulse Bay, it seems worth while for those whose sheds have been blown down to consider whether it would not be more satisfactory from an economic point of view to erect a more permanent type of shed than the one that put up at Repulse Bay by Messrs. Sheehan Tomes & Co. (as described in an article in the *South China Morning Post* of the 29th August, 1928) on a plot of 20 feet by 20 feet, for the sum of \$900; smaller sheds on a plot of 20 feet by 16 feet being stated to cost \$750 only. The principal points of interest in the type of shed in question appear to be:

- (1) The special attention paid to the foundations.
  - (2) The pier of cement concrete on which the building rests, and
  - (3) The walls and partitions being of gray flat "Itali" sheeting set in frames, and the roof of red corrugated sheets reinforced, against typhoon winds by flat iron bars laid lengthwise at intervals.
- The accommodation consists of two dressing-rooms and a lavatory. Incidentally, the erection at Repulse Bay of several buildings of such a type would tend to mitigate the wild wigwam appearance of that beautiful bathing-beach.—Yours, etc.,

H. E. POLLOCK.  
Hongkong, Aug. 24th, 1929.

## WOMEN FINED.

POLICE RAID DISORDERLY HOUSES.

Further raids on disorderly houses were carried out by the police yesterday, resulting in the appearance of two women before Mr. T.M. Hazlerigg this morning on a charge of keeping a brothel.

It was alleged by one of the women, whose establishment at Jervois Street has since been closed down by the police, that a district watchman was behind the business, of which she claimed to be only a nominal mistress.

A previous conviction was proved against the woman, and she was fined \$100, or two months' hard labour in default.

The other woman, found guilty of keeping a brothel at Peel Street, was mulcted in a similar fine, with the option of also serving two months' imprisonment.

## SMART NOTTS WIN OVER GLOSTER.

WHYSALL RISES TO OCCASION.

YORKSHIRE DROP POINTS TO HAMPSHIRE.

NEARING THE CLOSE.

London, Aug. 23.  
Notts advanced a step towards the coveted county championship to-day, defeating one of their closest rivals, Gloucester, by an innings, thanks largely to Whysall, who rose to the occasion magnificently and compiled the biggest score of his first-class career, 244 out of a total of 396.

Yorkshire gained first innings points at Bournemouth, but with only three matches remaining, the slip may prove costly.

An astonishing match was seen at Birmingham, where Worcester scored 47 runs and lost on the first innings.

The leading positions are as follows:

	P.	W.	L.	Pla.
Notts	25	13	2	134
Yorkshire	25	9	1	137
Sussex	25	12	6	132
Lancashire	25	10	3	132
Gloucester	25	13	6	129
Derby	25	10	6	123
Middlesex	25	11	6	122

The principal individual performances, with Whysall outstanding in batting and L. A. R. Peebles, the Middlesex amateur, in bowling, were as follows:

### Batting.

Whysall (Notts)	244
Fox V. (Worcester)	198
R. E. S. Wyatt (Warwick)	132
Hobbs (Surrey)	122
K. S. Duleepsinhji (Surrey)	122
Lee (Derby)	113
Makepeace (Lancashire)	105

### Bowling.

L. A. R. Peebles (Middlesex)	7 for 64
Worthington (Derby)	7 for 68
Wellard (Somerset)	6 for 36
Larwood (Notts)	5 for 37
Durston (Middlesex)	5 for 55
Slater (Derby)	4 for 25

### WHYSALL'S BEST.

Gloucester Overwhelmed At Trent Bridge.

Having beaten Gloucester by six runs at Bristol, the championship leaders overwhelmed them on their visit to Trent Bridge, winning by an innings and 27 runs, in a somewhat astonishing game.

Whysall has rarely given a more timely effort. He batted splendidly while the remainder of the Notts batsmen were in difficulties, and when finally he fell a victim he had scored 244 runs. The Notts team was all out for 396, and therefore the remaining nine players got barely 150 between them.

Gloucester went in facing an uphill task and for once all their batsmen failed. The whole side was out for 139, Larwood bowling brilliantly and taking 5 wickets for 37 runs.

Following-on, Gloucester were dismissed a second time for 230 runs, losing as stated.

### MIDDLESEX SUCCESS.

Kent Lose Before Their Own Supporters.

Kent lost unexpectedly at Dover, Middlesex proving all-round superior, and winning at 241 runs.

Middlesex took first knock and compiled 320, Kent replying with 124, Durston taking 5 for 55. The visitors did not enforce the follow-on, but batted again and this time made 274, (Wright 4 for 66), leaving the Hop County to get 471 runs to win. They were dismissed for 229, L. A. R. Peebles getting 7 wickets at a cost of 64 runs.

### YORKSHIRE UNLUCKY.

Much the Better Side at Bournemouth.

Rain interfered with the match at Bournemouth and Yorkshire were somewhat unfortunate to be robbed of victory when they were obviously superior.

Hants, batting first made 259, Mr. T.M. Hazlerigg this morning for 3 wickets and declared.

Hants compiled 233 in their second innings, but with only 223 runs necessary to win, Yorkshire had no further opportunity at bat.

### HOBBS MAKES A HUNDRED.

Surrey's Easy Victory at Cardiff.

Visiting Glamorgan, Surrey won by an innings and 56 runs.

Surrey made 379 for 7 wickets (declared), Hobbs putting together another century in good style, being dismissed after making 128.

## ABERDEEN RESERVOIR SCHEME.

TENDERS FOR UPPER DAM CALLED FOR.

Work is "to be put" in hand on the Aberdeen waterworks scheme, tenders now being invited for the construction of the upper dam. The work comprises the construction of a concrete dam approximately 425 feet in length and 110 feet in height; approximately 900 feet of catchwater and contingent works.

Tenders are also being invited for filling in areas north-west of Nan Cheong Street and west of Taiipo road. This is for the work of bringing to the approved town-planning levels with material to be obtained from an area in Kap Mi Valley together with all necessary drainage and other contingent works.

### TENDERS ACCEPTED.

NEW MOTOR LAUNCH AND RECLAMATION WORK.

The Government has accepted the following tenders:

Messrs. W. S. Bailey and Co., \$30,800 for the construction of a single screw tankwood motor launch.

Mr. Ip Lam-shang of Messrs. Wo Fat and Co., No. 12, Pottinger Street, \$17,776 for continuation of reclamation at Shaikwan.

### B.A.T. COMPANY'S CAPITAL.

PROPOSAL FOR A BIG INCREASE.

London, Aug. 23.

A resolution is being submitted to the meeting of the British American Tobacco Company empowering the Company to increase its capital to £16,000,000.

This will be effected by the creation of 6,000,000 six per cent. second preference shares.—*Reuter.*

Glamorgan hit up 168, and following-on, 155. In their second innings, P.G.H. Fender, Surrey's skipper, took 4 wickets for 54 runs.

### DERBY IN FORM.

Eight Wickets Win Over Essex.

At Leyton, Derbyshire defeated Essex by eight wickets, after leading by nearly 200 runs on the first innings.

Essex taking first knock made 183, Worthington taking seven wickets for 68 runs. Derby responded with 380, Lee contributing 131.

Essex's second effort produced 249 runs (Slater, 4 for 25) and Derby thus won easily, though two wickets fell in getting 53 runs.

### GOOD SCORING.

Wellard in Form With Ball.

Northants defeated Somerset on the first innings, scoring 336, as against 317 (Clark, 5 for 93). In their second innings, Northants were dismissed for 125 (Wellard, 6 for 36) and Somerset was on the verge of collapse, 5 wickets having fallen for 74 runs when stumps were drawn.

### TWO CENTURIES.

Warwick's Reply to a Big Score.

Worcester, thanks to Victor Fox, who contributed 138, scored 447 runs in their first innings at Birmingham, but Warwickshire replied with 483 and won first innings points. R.E.S. Wyatt was top scorer with 132. Mayer took 5 wickets for 86 runs in Worcester's first innings. Worcester had scored 123 for 1 when stumps were drawn.

### SUSSEX DO WELL.

Able To Decline Against Lancashire.

Sussex all but defeated Lancashire at Eastbourne, the visitors being in a very precarious position at the close of play. Sussex gained first innings points, scoring 262 (MacDonald, 5 for 73) as against 220, of which number Makepeace made 105.

Sussex scored rapidly on batting a second time, the innings being distinguished by superb hitting by K. S. Duleepsinhji, who scored 122. The innings was declared closed at 237 for 6.

Lancashire had made 82 for 6 when stumps were drawn.

### A DRAWN GAME.

Dull Cricket At Lord's.

The match at Lord's between the M.C.C. and Wales was drawn. Wales made 249 and 225, and the M.C.C. made 179 and 256 for 8 wickets.—*Reuter.*

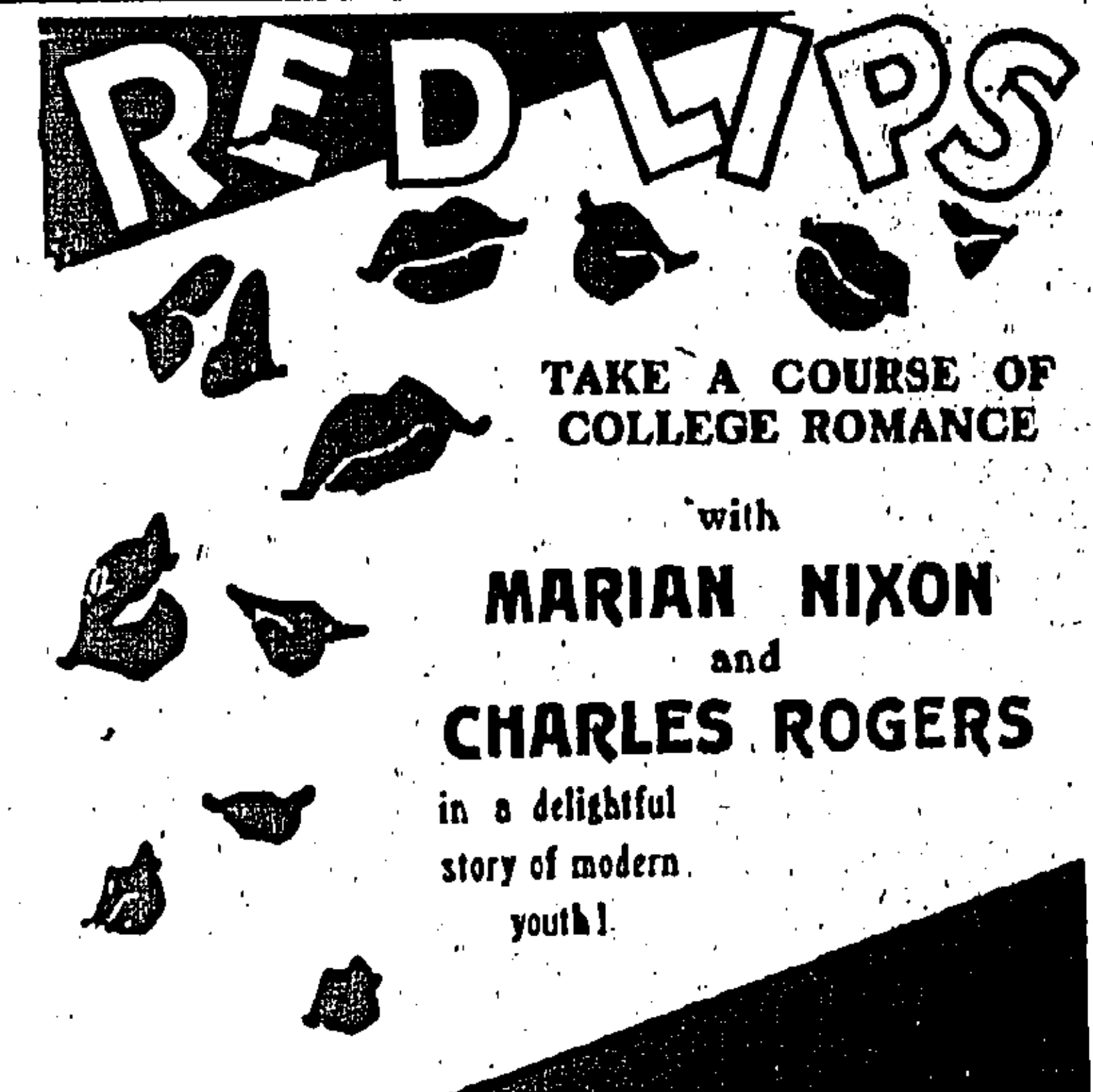
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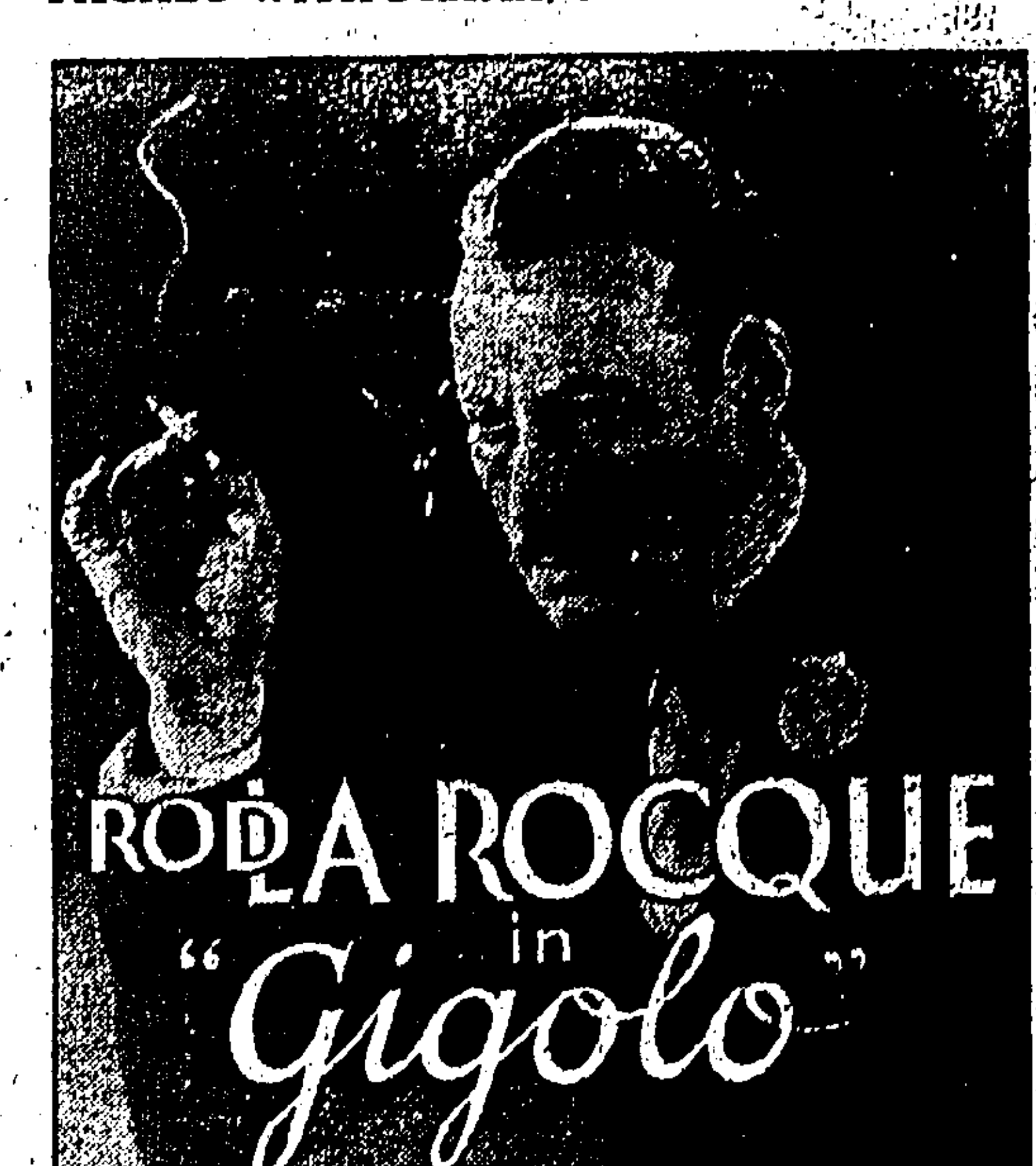
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At 2.30, 5.30 & 9.20.